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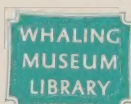
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TO DUPLICATE THIS BOOK:—

Order No. 808

State Ruling indicated by arrow

Old Dartmouth
Historical Society



NBW 1384

GIFT OF

Joan Underwood

2010.40.1

Log of "Piquero", 1938

August 13, 1938

This day left mooring at 11:05 AM, with Kays. lighter msl., no jib, the foot roping having pulled out on the one we wanted to set. Aboard ship:

Henry D. Stone

J. C. Bullard

And headed for Nouquitt on broad reach, Bullard busy singing in dull monotone.

Arrived subsequently and tied up to pier, bow and stern. Mand & Whitney appeared at noon or so. Many in swimming.

Came aboard for lunch.

Virginia Frothingham

Stop'd spinnaker on pier. left for race, and under jib proceeded down towards Padanaram, Stone & Bullard being aboard. Started 5th or so, poor, with spwaker

WNW Lt. Clear Cool

WSW M. Clouding Hot
(breasing up)

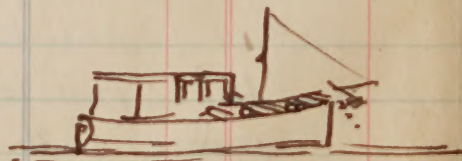
more or less effective. 3rd
 at Brooklyn Rock, subsequently
 overhauled by entire fleet,
 there being no combination
 effective on the port tack.
 Did well on last starboard leg,
 overhauled "Daphnia",
 and so continued to finish,
 setting spinnaker off Nougitt,
 dousing previous to finish.
 Wind light in harbor. Very
 fine afternoon, ideal con-
 ditions. Bury many slides
 on foot of mainst. Reprint
 with martin temporary.
 Mooring at 4:25.

WSW ^{Rail} Some ^{Under} Clouds. Warm

August 14th 1938.

This day fine, with
 hot sun; left mooring at
 11:45, having much trouble
 with tide, and a miscellan-
 eous bird-cage named "Lorna
 Doone," which obstructs our
 sea room greatly. Finally
 cleared, with great threats
 of N. River gybes, and
 miscellaneous sheer troubles

WSW H. ^{Some} Clouds Warm



L. DOONE

on the fetch to Nonguit
 aboard craft were
John Hobbs -
 also owner, whose stomach
 was out of order.

Arr. Nonguit in due
 course, and moored at raft.
 Left boat for lunch.

P.M.

Raced B.C. "Penguin", broke
 peak halyard, and returned.
 Then sailed to Pedanareum in
 dying wind, with J. Hobbs.

Used B.C. mainsail as main
 trysail in place of Rats. lighter
 m.s. Arr. mooring at 5:30 P.M.
 (Missed it, but beat back with
 only trysail.)

Aug. 15th 1938

Lft. mooring this day
 for Nonguit with J. Hobbs,
 and there to pick up H.B.
 Stave and J.C. Bullard. Using
 Rats. lighter m.s., which doesn't
 set any better. Vike the one with
 spots on it. Arrived at Non-
 quit, wind meanwhile went into

8 W ^{Rail} Under ^{Few} Clouds Warm

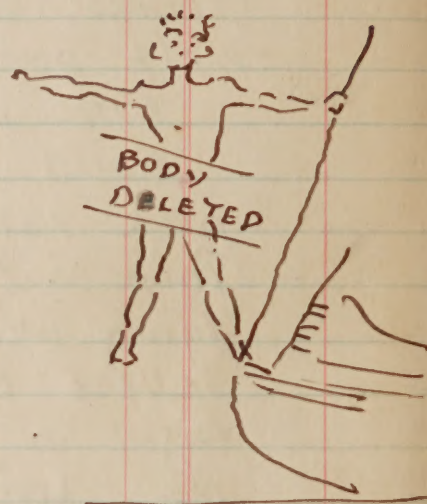
W ^{lt. marc. 112.} Hot.

SW 28

and rose. Cargo and Harass boarded and we set out. Wind into S, then into west. (W. pier 10:15) we crossed Bay uneventfully, saw M. Sailer "Goosander", and entered Quicke with fair tide, and anchored, solum. J.H. decided he would swim, owner likewise, but J.C.B. & H.B.S. decided to protect themselves against premature infirmity, remained aboard, and thus did not enjoy the water which wasn't as cold as usual.

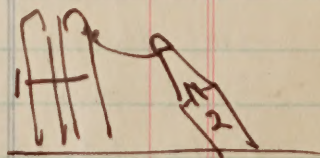
Aye, and at 12:45 or so headed S. out of Quicks into Sound, where there was almost no wind, and headed for Robinsons, and found the tide against us. Also one buoy was in the Hole (N2) and it was tied up to the deck. (Escape went thru Quicks as we ate. Cindy cut. intune to shorten Hobbs's swim materially.)

SW ^{rain} ~~dry~~ Hazy. Hot



HOBBS.

SW LT. Hazy Hotter



Unsuccessfully thru Robinsons,
more wind in the Bay, as
before, and proceeded home-
ward on a close fetch;
much fly-swarming, and click-
ing of Stone's shoveler.

Tied at pier, owner at
masthead, with Crêpe working
the elevator, much very help-
ful assistance from H.B. Sprague.

Then with, B, S, B, went
to mooring, passing Inesdale
in "Pandora" in the harbor.

Very ragged boat. Several
in for Race Week. Lovely
night in view.

Moored 6:30 Approx.

Tues. August 16th, 1938.

Boarded ship at 9:45,
J.C.B. and H.B.S. in company,
Session at mast, Bullard
at the Bucket, and Stone
active with shoveler.

"Lilo" moored along betw.
us and ^{Kelpbany} ~~first~~. Very pleasant
bathing suit on same.

Set C & P ms., very
lovely, noted improve-

SW Calm ^{not} Cloudy Hot

S x W Gra. Cloudless Hot as
Variable into East Well.

ment in setting of same.
 of it also good. Bollard
 busy fixing same. No great
 bustle.

Arr. Nougitt, tied at pier.
 J.C.B. and owner scrubbed
 bottom, Stone took care of
 Nina, and after a while
 lunch was consumed, and
 the Spkr st'p'd. Left for
 race at 12:20, and
 started 1:15. Poor start,
 and on windward leg
 stood out for ebb - no
 good, and finished 7th out
 of 12. Boat acted well,
 we gained on wind. Off
 wind, poor if anything.
 B. Kelley led all the way
 from Packet to Wilkes and
 home. Bollard drank $\frac{1}{2}$
 gallon of H_2O , set spkr
 in good time. Should have
 done better. moored at 4:30.

SW

Variable Lt.

Fair-
M. Tods

Very
Hot

August 17, 1938

It rained like hell in the morning, got out to boat at 11:30 or so, and put things together. The rain had stopped. There was no wind, and in general, nothing else. Proceeded to eat, and left mooring in good shape, and arr. starting to find postponement signal hoisted. Finally our course was determined as Brooklyn-Sandspit, due to not much winds and a great deal of incompetence. No boat on the course.

Variable. Cloudy Pleasant

Wind came in SE, then went S, and we beat a couple. Spinakers on the way in, wind dying. Not a good afternoon. Phooey.

August 18, 1938.

This was the 3rd day of race week, which has no special significance except we beat

"Daphnia" for the 3rd time, which has no significance at all.

S variable H Fair Warm

Course was Wilkes-Packer, great beat at first. got another bad start, and nothing much else happened.

Went all right, as a matter of fact. Not enough wind for the sail. (Low 21 C+P).

And we used the baggy jib. Had H. B. S. and J. Francis C. Gray, Jr. who didn't get especially out of hand. We beat 4 boats, one of which "Northless" started 10" too late. Ho-hum.

Moored circa 4:45, miz'l and jib being stowed on the way down the harbor.

Sat., August 20th

Race.

Left to Nonguit in
a quiet S or mild, alone ^{Sat} ^{tenable} ^{ht} ^{Fair} ^{Hot}
and made it in due course.
Tied to pier.

Many persons came
aboard, and sat. Messed
up boat. no end.

Ate scanty lunch, &
sandwiches.

Tidied up below, and
eventually left for the
race. Aboard were
JCB and Monis Bay
who performed well, all
things considered, in a
rash party from N. ledge
to Sandspit. Boat New,
which was ill. Reached
mooring circa 4:45. Some-
thing must be done.

Tuesday, Aug. 23rd

Left mooring at 10:45
and sailed to Nonguit. Proceeded
to tie up to pier, and
at that point

Mina Knowles also
YF, MG and owned, who
sailed out toward Dampier
and returned, MG and
O. towing astern in very
warm water. Very pleasant.

Variable H. Fair ^{not too} Warm

In P.M. left Nonguit
2:15 for Quicks in company
of the above, and the
following Limerick appeared
in the course of many retick-
songs.

"There was a young lady named Nina"

Who kept getting greener + greener
Till at last the great rolls

Got the best of Young Knowles

And there came a great vacuum between her"

Progressed along across the
bay, with no further mishaps
at 3:15 P.M.

Got to anchorage at 3:45.
 Ashore, swimming water cold,
 everything had sand on it.
 B. lost foot race to Gray, the
 antelope, who, however, was
 quite. Finally had enough,
 weighed at 5:10 or so,
 and sang lustily, shot
 at coke bottles, and whatnot
 all the way home. Also
 ate; much diff. with jib.
 Set H. spinnaker, also bag.
 jib low 21 ms. Excellent
 day. Sand on it. Moved
 at 6:50 PM, very enjoyable
 sail had by all.

Wednesday, Aug. 24th
 Blowed like hell. MG
 and B. got the boat under
 way in A.M., sailed down
 to Nonguit quite fast, and
 broke a boat hook upon
 arrival. Tied to stones
 mooring. Using flat jib
 with bust (?) spots, and
 heavy m.s., which all

M Squelly 30 Fair Pleasant

worked fairly well.

Got under way for race, after tying in a reef. Now blowing like a gale in puffs, very wicked sort of wind. Had no and V.P. for crew, very efficient all things cons.

Beat to Pdm. broke in and saw no one, got wet. Finally the "Whale" put in a belated appearance as did the following "S" boats. 1, 5, 2, 12, 6, 15.

Start a fair hash party, no one dared to gybe, no one wanted to do " " but everyone should have, so there was an awful mess and nobody started on time except Woz, D. We started ahead of A.R.P., and he dropped out, as did Glover and Kelley, who

must have found the going too hard for them.

However, the four others of us pressed on to Sandspit, with much praying and forced strokes, for the mast was practically straightened out. Rounded the mark second, with D.L. ahead, and Angel fast catching us a length astern, Steadman in the neck no end. Thus hardened on the wind to make V-hedge. Angelica whipped by us to windward as the comm. came out to tell us the race was off, flying Code Flag "H". This was greeted by abusive language, and all four continued on, we continuing to N.B. and P.H.s to haul out. After long cold death

New Bedford, we arrived and had an awful time getting moored, which done, at 4:45, we breathed easier, dried out, and cleaned up the boat, which was in a frightful mess. An employee of P.K.S. brought us a dory, and we left the ship at 5:20, secured amply and in good order.

Repairs on the 25th
as follows:

Rivers: over end main beam track.

Sand, bottom and topsides, paint each one coat.

Rudder post freed up.

Deck plate for ventilator cover installed.

All completed satisfactorily on the 25th.

Aug. 26th Friday
left yards morning
at 11. with JNL

aboard. Used bag. jib and heavy m.s. passage to. No. 100 ft in variable winds quite unevenful. And tied to pier at 12:45. Fair passage considering wind, which was not.

Much warping around and getting settled, ate lunch, tidied up boat to the nth degree. Stayed at pier for some time, to wit, until 4:15. 3H Steady mod Cloudy Cooler.

V.F., J.N.H., E.C.G., all went for sail out beyond S. Spit, returned, left Fanny at the pier, and con't'd to Palanaran and mooring at about 5:35.

Uneventful day, very pleasant, should have gone to Islands, but getting over to P.K.'s forestalled that. Weather has taken a definite turn to the cool side, and the in.

consistency of the wind
may mean a disturbance
is in prospect.

Aug 27 Saturday Sw Steady Lt. Cloudy Warm
Brought boat to Annapolis
in the morning and took
to raft, where had lunch
with RR & F. Mr. and
eventually Miss Throbbing
bottom got ashore, we were
joined by Bollard, and with
a rising wind, put out
for start. Got a good start,
and held 2nd place to
N. Ledge. We had a wind-
ward start. But on the
windward leg, four boats,
5, 12, 2, 6, passed us.

However, on the run in
from Sandspit we jockeyed
worked up on Greenham
and got him by 4 sec
at the finish. Great
glee and short mourning
in due time.

Aug 28, Sunday
 Lfr. morning in co. with
 YF and Tom Ellis, going NE
 sailed down to Nougitt
 and arrived uneventfully,
 very pleasant day, and
 all well. HWM and the
 bag job. Ashore and
 had lunch. Meanwhile
 the wind came up from
 the E and blew hard.

Came ashore after racing
 in "Ripple" (5th) with
 Harry, and had Y.F.,
 N.K., and Tammy Whitney also
 M.B., J.C.B., and J.N.H. and
 H.B.S., left for a trip to
 Padanaram. The voyage
 was somewhat extended,
 by a desire of Gray to
 give vent to his vocal
 chords, which functioned
 adequately. Knowles be-
 came the brunt of some
 cross remarks and remarks.

Mooded circa 6 P.M.

Puffy 11 Coales 8001.

August 30th, Tuesday.

SW
NE

Variable Gentle Low
Clouds

Seasonable

Left Mooring at 2:30 PM and headed for Quicks in a light Easterly. Aboard were V.R., N.K., M.G., J.V. and beverages of sorts, also food.

It became apparent that the wind wouldn't get us to Quicks without an all night stand, so we headed back for the mooring.

All hands towed astern, somewhere this side of Nashawena. The water was chilly, and the sun not too warm. Sailed along into and around Nonpoint, and found Stevens, Bliss and Co. fishing off Fatal Rock. They had caught some. Then the Prouty came by with her parachute sail, very lovely to look at. Could not sail out, and somewhere beyond Great Hedge saw a fish. Thinking it was a

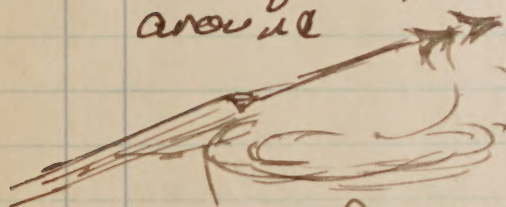
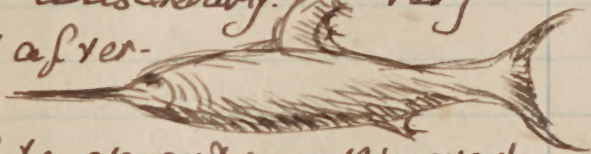


papers, soon found it was
a shark, a hammerhead.



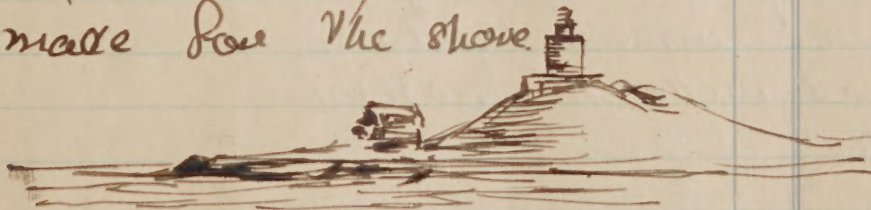
We tried to pierce it with
the spur pole, but failed,
and the animal whipped
off under water and
no more was seen of it.

The wind meanwhile
calmed considerably. Very
peaceful after-
noon,
and quite pleasant. fish. Moved
around 7:50 P.M.



and hastily
happened.

made for the shore



Round Hill.



Wednesday Aug. 31st

M.C. and I brought ship down to Nougait about 11, beating down against a rising southerly with the H.W.M.S. and the jib W.S.O.I. Arrived and tied to the dock for lunch, which meal was celebrated with V.F., M.C., and much Coca Cola.

after lunch headed for Pandemonium, to race, aboard being General Hobbs, M.C. and J.C. Started reasonably, with 6, 5, 2 behind us, all of whom passed us in due course, and we came to Spoutpit a very sad last, and finished in that order, there being a good breeze, and no special heat, except 100 yds by which we missed the hoop. Moved with no further casualty.

S.

SW

Steady Mod Pt Cloudy Cool

Thursday, Sept. 1.

Beached at 10:45 up
O.H., N.E., M.G. & V. Not a
very promising day, and
no sun. However, beached
for Quicks, uneventful
passage, wind very good.
Arr. at what we expected
to be our anchorage on
due course, and made
the passage in 1:45.

SN Puffy mod. Cloudy Cool

The only about all that
was, that I forgot to
make the warp fast to
the cleat, which didn't
help, and so lost the
whole works when the
boat started to go
back on the warp.

After great uncking
around, gear got ashore
in the dinghy, and put
the boomstick into the
sand for a mooring.

Got into bathing suits
and hunted around for
the anchor, which M.



spotted from the skiff. Got it
by the warp, and hauled
it around in the skiff,
dropped it ahead of the
boat and made fast to it,
(with kirches).

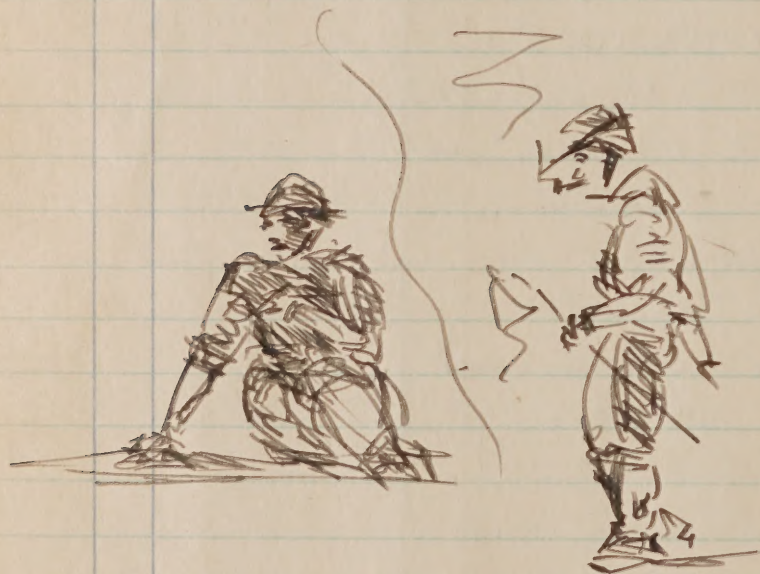
Ate lunch, and then went
ashore in the dinghy, which
we hauled on the beach.

The sun had half come
out, and the day was
pleasant, not cool.

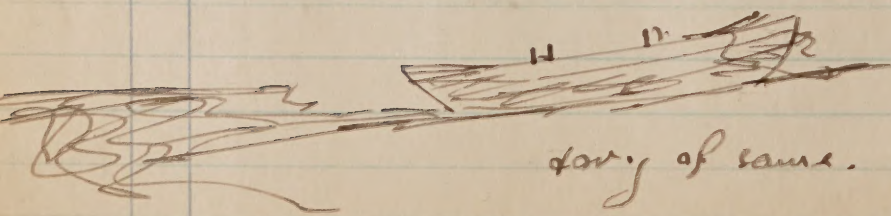
Walked about $1\frac{1}{2}$ miles,
north, keeping to the beach
pretty much, finding some
new strange rocks, and
throwing them and others

into the water. Sat in
 the sand for a while,
 and headed back overboard,
 with Quip reaching the
 stiff board by virtue of
 a great spring, from which
 recovery is not in sight.
 Then a flock of fishermen
 came along, sat in the
 sand by their large orange
 cany, and told us we
 were in for a NWerly,
 which I took-podded. How-
 ever, as the weather looked
 dirty, it didn't much con-
 tribute to the general
 peace of mind; yet we
 found no such wind -
 although the drying sunset
 breeze had a westerly
 tinge, altogether to be
 expected at this time
 of year - funny thing,
 we seem to get many
 westerlies or southwesterlies
 at this season, as for

as this yr. is concerning,
 w/ New Year & Mexico
 and on the whole rather
 more wind. But it
 is wonderful weather.
 After a long siege of
 kibitzing from the beach
 and astern, the anchor
 was weighed and we
 whipped out of the
 hole smartly.



Kibitzers.



copy of same.

Wind dying and going
into W all the way back,
filled the ^{approaching} night with
songs. Very pleasant
passage, and nothing
much seen in returning.
S.S. "Falmouth" steaming
down-bay, also tug
and light barge.



↳ "Falmouth" (looks something like that)
Reached mooring
around about 7 P.M., and
it took about 15 mins.
to even half way up the
ms., so we finessed it,
and came ashore in
a most beautiful
breeze down calm, the
western sky all ablaze,
clouds everywhere

picking up different colors, some fluffy, some sharp and hard. On the whole, a completely agreeable day.

Friday Sept. 2, 1938

Came out to ship and set aboard, doing odd jobs, rigging line. And there trying to hit on something to speed her up a bit. Don't know whether hit it or no: long chat with Cole, who doesn't love Conant, Cambridge, or anything about the place; very entertaining. H.B.S. Came aboard from "Ripple" for a beer. Very lovely afternoon, cool, rising breeze all through the

afternoon.

Ashore at 5:45 P.M.

Saturday Sept 3.

J.E.B. and I sailed
her down to Nongvitt SW Steady and Beautiful C
11:30. Tied to raft,
and lunched with
Mo and V.F. aboard.

Got down to the line, and
made a hell of a start, and
didn't improve matters
much all the way around.
Stedman got a hole stove
into his 8th side aft
and retired, glower hit
him. (retired). Sawt gave
up in disgust. We should
have. Course was packed
-milks. Squaked past
glower, who didn't withdraw
till the end.

Made the morning,
eventually.

Monday, Sept. 5, Labor Day.

horrible morning.

JNH and I soaked down

under two jib rig. Very MW Puff Mod. Cloudless Co
 useful. Sailed around for a
 while, and then tied up to
 the dock, at which point
 we were boarded by
 many, and we set around,
 stopp'd sp'ins, and wonder
 ed just how cold the water
 really was. Young Harry
 Bliss solved the problem
 by jumping off the dock
 and splashing is repeat-
 edly. Had lunch with Gray.
 J.C.B. appeared, and after
 a sharp skirmish with
 M + P. Hobbs we set out
 for the start, which we
 screwed. The course was
 Hovsell and back. (S.I.,
 H.W.M.S) we ended up
 under star. and no one
 else, which wasn't too
 bad. The boat seemed
 to go pretty well. Got
 to the mooring without
 losing anything overboard.

and prepared to go ashore to fill the Challenge Bowl at Angelica's. (very fine party).

Next Day, Tuesday

NW
NE
SW Variable None Drizzle

Set out from morning at 10:45 few guests, which it was apparent we (GAV, NK, MG, JU) wouldn't get to, we didn't, and went to a sort of semi-cove over at the W end of Nashawena, where the bottom wasn't too good. However, we anchored, and went ashore, after a most exasperating deal in very variable winds.

Nothing to report as to the voyage, as far as it went. Wonderful weather, but baffling wind.

Ashore we whipped

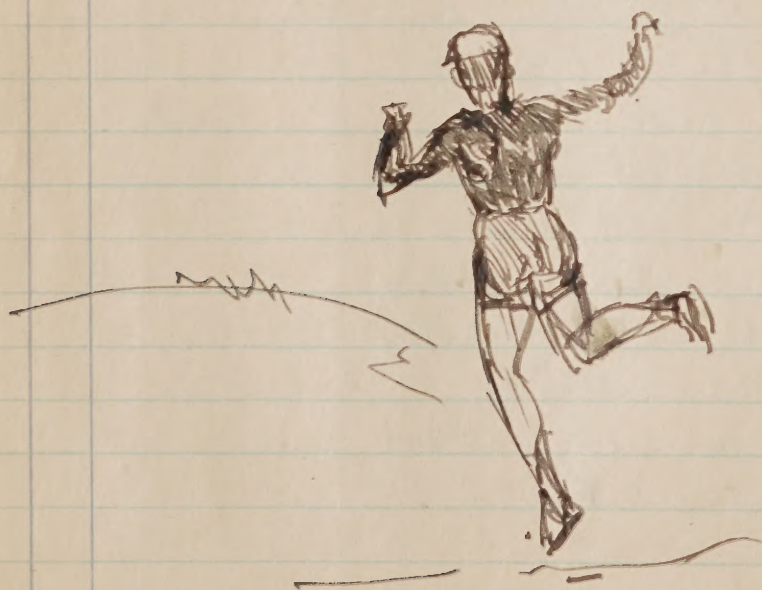
across to the Viacraft
 shore of the island, Gray
 antelopeing out ahead
 with the greatest of
 leaps, the animal continually
 losing his streakers, and
 all cursing the steepness
 of the hills, which were
 many, no shade, hot as
 the devil. Got to a cliff
 80 feet \pm , saw and
 had a smoke, but it was
 late, and so in spite
 of the scene being
 quite lovely with Gray
 head very clear just
 opposite, we started
 back to the cave,
 Gray and Nina went
 by the hilly route, where
 as Al and O. whipped around
 by the valley with no
 success, getting there late.

Put off, with a
 pleasant snore, and
 were impressed by the
 possibility of being reached

to such an extent that we saw two spinnakers, which proved to be a nuisance when we saw the ship $\frac{1}{4}$ mile astern, making good $\frac{1}{2}$ knot on a course for Matlapoisett Harbor, so we had to port about; when we found the "Black Arrow" also rooked home, so we gave chase, and maintained a position on her quarter all the way home, getting ahead of her for a short time by cutting inside whale track, losing out by two lengths at the breakfast, after which they crossed their mile, we set spinnakers, and moved at quarter of seven, the wind, as usual, having become a minus quantity.



"BLACK ARROW"



GRAY, "IL ANTELOPO."

Wednesday.

Sailed her down from SW moderate ~~to~~ cloudy cool
 Padavaram alone under
 two jibs, after long
 talk with Cap^t Chapman
 who obviously wanted
 work for next summer,
 but the cut about that
 is that there would not
 be any fun with him
 around, also no moving.
 Anyhow, got some rope
 on the shrouds, etc.,
 and how good stainless
 steel would last for
 ever (9 years, anyway)

Made a great mess of
 landing on the pier, as
 I could calculate just
 how she'd shoot, no harm
 done. Tied up, crowd about
 and talked, mainly about
 how unreasonably cold
 it was. Moved to the
 general amazement
 Billard threw the jib

winch handle into the
 drink, which provide
 amusement for all hands.
 Young Blosses diving,
 Crab diving, Alrich
 diving, and finally
 Stevens got out a great
 underwater telescope,
 saw nothing, got some
 water goggles and thus
 equipped, Joem Wilkinson
 relieved the handle
 just before lunch, and
 we were relieved.

Returning after
 lunch, there was great
 threat of rain, showers,
 so HBS, VANH, FEG
 sailed her down under
 2 spars and a staysail,
 missed the mooring most
 thoroughly, got all barked
 up, and finally got it
 with all the peasants
 who were fishing from
 the barge gawking and

wondering how long
before we snarled up
their lines, all well in
the end, and snarled
ashore, after which the
sun came out, and proved
you can't even tell about
September weather, which
was well known anyway.



PEASANTS FISHING ON THE
BRIDGE.

Saturday, Sept. 10, '38.
 Left Padanaram at 11
 AM with G.H., N.K., M.G.,
 bound for Katie Cove



No wind to speak of
 until we were out beyond
 Damppling, so Gray pushed
 himself by taking a
 row, and thus getting out
 $\frac{1}{2}$ mi. ahead of us.



However the wind
 eventually came in, and we
 gathered over with a light
 but only, anchoring about
 200 yds off shore, inside of
 the "Tar Baby".



After which we went ashore,
and roamed around the
island, walking off towards
Taurapua Cave over the
road, which is nifty
walking, through the
woods which are very
free from undergrowth,
but full of sheep. Also
saw a deer, and many
horse back riders, most
of whom had wonderful
animals under them, esp.
one, whose name was
"Canoe"



nice move.

Gave a few looks in
Tarpaulin. Then came
back, and after sitting on
the beach for a while

D. Hafd and Karen showed
up, having come over from
Tappanlin just after we
left. Gray went for a
swim, and N. and G.
disappeared in the dunes,
and started shouting
in mischief. It turned out
that they had filled
Gray's bucket with sand
and hung them on a tree,
which so disconcerted
Morris that he wandered

off in to the woods for
 a while. A caretaker
 came along and made
 remarks about "camping"
 which we weren't exactly
 planning to do. Then
 he disappeared and after
 waiting for Gray he
 turned up on the dunes
 and we rowed out to
 the boat. It was at
 about 7 that we got
 under way, and the sun
 was just about set. There-
 upon there was much
 discussion of the wind and
 when would it die out,
 but it didn't, and with
 the sail awash, we
 whipped back across the
 bay, with the moon
 quite wonderful as it
 rose from behind
 Newsham on our port
 quarter. The conditions
 were thus perfect and

we had a very pleasant trip, eating, sipping, hot coffee, and singing; we couldn't quite catch Dumpling, however, which leads me to believe that there ought to be a lighted boat on the W. end of Great hedge instead of fairway, because making for Dumpling from S.E. in a N.W. is rather bad if you can't see where Great hedge is.

Finally got inside with minimum of trouble and sailed around Nougitt, getting ashore on the pier to see how the boat looked by moonlight. Really lovely. Heeded back to the mooring, which we made before midnight. Everyone happy, rather chilly, and sleepy.

Went out next day and
 whipped around for a while
 and came in. This, so it
 turned out, being the last
 sail of the summer, as the
 weather grew either too
 windy, or rained, or flat
 calm, and also due to the
 canoe, which we used several
 times, and in which Stone
 and I made the trip from
 the bridge about Russell
 Mills near the meeting house
 up to Smith's Mills and back
 in six hours, undergoing
 much insectular molestation
 which bone Smith in Stone's
 case, as he paddled bow.
 Very good fun, however.
 Also several short trips, one
 up the Gulf Creek, through
 a sliver and into a great
 marsh. good fun

But although the equinox should have brought a change for the better, such was not the case. On the morning of the 21st, a fresh S SE was blowing and the sky was clear. By two o'clock in the afternoon the wind had piped up considerably, and the glass had fallen over half an inch. A considerable steep swell was making into Padanawan harbor, and the atmosphere was definitely smoky and foreboding. The Frothinghams and myself, upon noticing these phenomena, decided to beach the "Seawab", and accordingly looked for Chester Suell. Not finding him on the Rock O' Duster Road, we tore back to Vengoit, where the wind had reached 45 miles an

hood at least, and was coming off like mad. Sand blew off the beach and stung at your skin. Spray was flying high off Bridge, Otter, and whale-back rocks, at least twenty feet in the air.

The "Seavah" settled our discussion by swimming.

Naturally, I wanted to get to Pettanavram, and the F's did too, as they wanted Duck's help.

As we looked out upon the boats in Pettanavram Harbor, it was evident that most of them were dragging particularly "Norwalk" which was walking her way to leeward, right smack for the bridge, which she soon hit. As we gathered around the draw, one could feel the tenseness of the

people, which was apparent in the actions of the men on the boats in the harbor.

The "Ofux" was having particular trouble in holding her own. The five engines came out and tore over to Little R to save the "Nippokute", which eventually landed in a meadow on a hill $\frac{1}{4}$ mile from the ocean. Sometime later, the "Ofux" went on the beach, and then everything started to come. The "Narwhals" mast went over onto the bridge, a couple of 12 $\frac{1}{2}$'s went swiveling through the draw, broke their masts and sank, tearing off toward the runway with only their bows out of water. The floats at the Y.C. tore loose, and the "Whale" couked out as she rolled her gunwater

sudden towing "ship" into the dock.

As we stood there, on the bridge, both ladies started to drag screamingly, and "Berser" came clanging down upon them, and dragged down. A black net piled up on the beach to the west. I walked over to the Y.C., and there all was in a frenzy, trying to move the floats back into place.

Martin Jackson saw his employer's boat, "Berser", drag down onto the bridge, as he stood with one hand on the gunwale of his dingy, ready to head out into the harbor. That was how grey and white, for over head were settling many thick, grey clouds, and the waves were blowing

off each other to fill the air with spray. The "Whistler" cut her mooring and tied up at the Kellogg's dock, and the "Tamarlane" dropped her cable and reared out on the beach south off the Yacht Club to save herself from the rocky western shore that claimed the "Stormalong" shortly after "Escape" had become a wreck on the bridge.

"Adventure" followed "Osprey" onto the bridge, and the waters were rising over the bridge. "Barracuda" was all smashed up against the fish pier, but wasn't too badly hurt. "Ship" landed in someone's back yard. It was all one hell of a mess. The "Kelbarsan" was all smashed up, also on the fish pier, where the Kelloggs had a monopoly.

"Pig, vero" hit the bridge later in the evening, which

denied her somewhat, to
the extent of \$700, which
was all covered by the
insurance. A couple of
days later Palmer Scott
towed her around to his
yard, where she will be repaired,
needing 8 or more planks
and a sheer stroke to stb.
and re-fastening everywhere.
Damn shame, especially
since it would have been
very pleasant to have her
to sail on this fall. Boy
it's best to have at least
most of a boat, rather than
the remains of one.

Thursday June 15

SW Clear mod.

Towed to below NB
P.N. bridge by "Ankle
Deep" having board-
ed at Palmer Scott's
Yard; the latter 25 hrs
late on delivery.

10:00 AM.

Aboard were
Edw. C. Thomas
A. Eliot Burnham
and the Owner. A/so
lunch, etc.

Dropped the anchor
on Quicks later, after
a good uneventful
passage to windward
and finding a good
addy of the flood
SSE at the east side
of entrance near r.
river.

Having towed a
useless pram all the
way over, we left
it and walked all
over all around the

pond, and found little, except it was good exercise. Having completed our circuit, we piled back into the useless pram and went back to Pijero which looked quite well, except for the starboard side which looks like rottenness.

The weighing was accomplished at length, and we headed back on an eventful and pleasant reach, following & overtaking the "Lionia" but not catching her, she having 2 miles on us at the Hole reached 90° 1 at Pandemonium where we moored with the sun 40° N - up.

Sunday June 18

Aboard were
Arthur Jorgas Brown
and W. J., H. B. Stone,
W. J., and owner. Left
mooring and ran out
into the bay until
ready to return; we
left m. at 11:30 P.M.,
returned at 6 P.M.

nl

mod. clear

Stone was leaving
for Havana on a
narrow science cruise
so we rather drank
to his departing and
bon voyage with a
supply of beer. A
very pleasant sail
was had up all, even
if the starboard side
does leak too much.

Monday June 19th.

8

Clear Mod.

Yl^r and Owner aboard.
in P.M. and sailed down
harbor and beat out
to Sandspit. Weather
rather cool and variable.

Noticed that Dump-
ing lighthouse was all
bashed to glory in the
late wind of Sept. 21st
and then sailed out
to great ledge, tacked
and came into the
harbor again. Used,
as on both previous
sails, the H W mainsail
and o/c w801.

That afternoon found
the 8' Palmer Scott
prow a "nuisance
and abortion" and
went a-hunting for
something better which
was at last found at
Jos. Cormier's and
is 10' long costing
\$40.

Saturday June 24th.

Aboard were

8 men

Clear.

V. Frothingham
J. Shadden
and owner.

who left the morning
in the P.M. and
sailed on a boat to
Nonsuch, and thence
around Dismal
Rock into Satter's
Point Harbor, marvelling
at the destruction of
Ed Queen's estate.

Then we returned
and after much noise
caught the elusive
moon, asleep and
hastening aboard,
rejoiced. All well.

Tuesday June 27th

left mooring at 12 noon with H.W. mod P. Cloudy. Variable
 us and file W.S.O. set
 sail for Nougait
 with the new Yonder
 which came in very
 handy when we ran
 aground on the W.
 side of the harbor
 near Angelica's moor-
 ing. After which in
 varying winds had
 a very quiet sail
 to the pier at Nougait,
 which we
 reached and moored
 to at 1:15 PM, and
 went back to the
 house for lunch.

Abe and were of C.B.
 and owner.

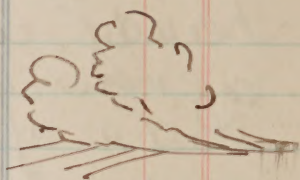
After lunch at
 2:35 following came
 aboard.

Witnesses: Henry B. Spague
 of C.B. and V. I.
 land owner.

and sail was made
for Cuthbert, to
find what the hur-
ricane had done.

The hurricane had
done nothing special,
and there was a new
sort of depot where
the boat "Alert" loads.

Gull Island was a
mere smelt of its
former self, and several
rocks landed in the middle
of the channel. After
dark we headed back,
H Sprague having record-
ed all landmarks in
a suitable manner with
a small camera. The
air was quite chilly
without the sun:



Gull Isl.

Thursday June 29

fine day. Sailed over SW mod Pt Cloudy.
to Quich Hole, solo. Warmer.

Left Padanavaram about
10 o'clock AM and
reached the whole way
uninterrupted and anchor-
ed 25 fathoms off the
beach. Swam ashore,
sun bathed, and looked
around the dunes,
returned to the boat.

LWMS.
JWSOI.
High Tide
circa 6-7 PM

We lunch tied up
the boat and came
back noting that it
blows much fiercer
at the entrance to
the Hole and off
the Rongvit and
Bay Vick shores
than anywhere else
off the voyage.

Saw two steamers,
and two tugs with
1 barge each. Also
saw Amaranth.

Moved at 5:45.
Noted 3-4 knots
current in Quichs.

Saturday July 1

Race. left mooring with C. Hobbs, and R. Meyer and started for the starting line after a quick lunch at the mooring.

At the start we got all jammed up and were next to last all the way to the first mark and last from there on. In the morning I had tightened the fib. stay, but either it wasn't tight enough or it was too tight, because we went poorly to windward. Used the HWS and C/WS. There was a very pleasant S.W. breeze that put the veil just over.

Tuesday July 4.

Race: of Hobbs and owner took boat out and sailed into next to last place with great ease. Poor Hart, had to gybe back and have another go at it, and got very befuddled.

Then the boat went poorly to windward and so we beat only Stormaloug. Used the H.W.M.S. in my opinion of which is low. Next Sat. will try a new sort of rigging. The Race ended, we got the mooring and all snugged down at five or so.

mod sw clear

7 Saturday, July 8, 1939.

Race: With of Pratt and R Meyer set sail and charged out to starting line in a heavy blow. Got nowhere after the start, and proceeded to go under off Brooklyn. Very foggy. Got quite disoriented and went back after reaching Dumpling. Very strong breeze, shipped too much water. Am afraid something drastic is indicated. Will monkey with the shrouds.

Strong SW fog.

Had a hell of a time with the mooring, which eluded Meyer, who fell into the skiff and wrecked his arm. Pahoeey.

o Saturday, July 15

Another race. Don't
remember which.

Saturday July 22

100-2

Saturday July 29.

Edgartown. Went
fer to Masheweena,
and back in light
to moderate variable
SE - SSW winds.

Sunday July 23.

Sailed up to Nonquitt
and parked during
lunch. lovely mild
day, with SE wind.
Sailed around race,
and then with MB,
HBS, sailed down
to mooring.

Friday Aug 4.

In the evening, took the boat out alone, with the new trial, and whipped out the harbor, and went aboard Mr. Stanton's "Tropic Bird", a very nice 35' oa' 28' w/1 sloop. One of the NB 35's. Large deck space around trunk, all done in teak, and likewise the cabin floor. Then left and sailed around a bit more, went in. Made a few changes in the bug.

Saturday Aug 5

In Am. up to
Nonguit solo, and hung
on pier with trial.
Scrubbed the bottom
and put on the N
Kasey ms. and the
jib that was ripped.
Stopped the spin and
had lunch with
F x M Gray and set
out for start in O
SE wind. Got a tow
from a gaff ketch
called "Kee Waydin", which
was for tundra. Got
a bad start on the
course W. hedge and
Sand spit and were
ahead of two boats,
we went out to sea
to pick up a S wind,
which came in from
the SW moderate
and we beat 4 boats
to the mark, and

S Variable Hot

all thought the boat
went better. Gray
m., under a new
system, set the spin
in better than average
time. Tied up to
mooring at 4:15.

Sunday Aug 6 -

With Grand am
us and I set out
alone for Mouguit S
and reached the pier
in good time. Tied up
at 12, and left ship
to swim. Returned at
2:30 and with Patricia
Hobbs and F. G. A.
watched the races in
a rising S.W. We
had to douse the new
sails, and proceed
back to Padanaram
circa 3:45.

Very light

Friday Aug 11

Board ship today were Mary Truitt, M. Bray and owner. new M.S. and J. left WS harbor 2:50 and sailed out. Out towards Great hedge we decided to shoot with the 22 which we did, at a beer can on a bottle. with very little success, and only hit it a couple of times. Saw a 12 m., also Avanti and several others. We headed over toward Mishanum and then came back, banging away at the black and red can booy off Dumping, which made a fine noise.

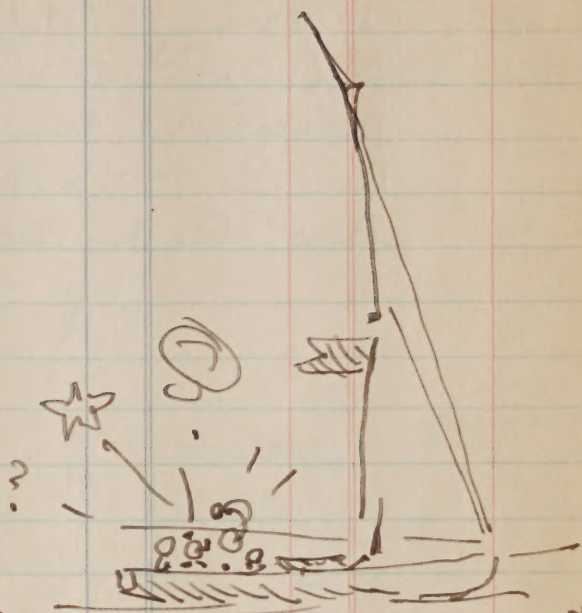
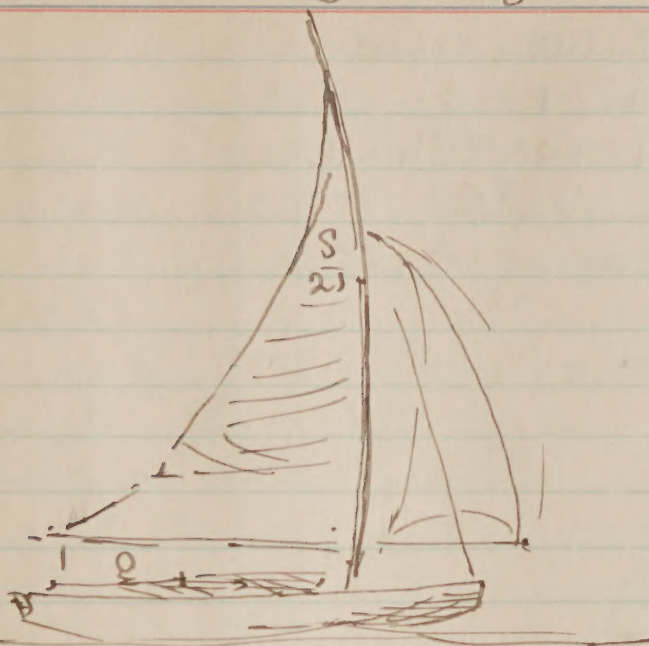
Thereupon we headed back for the mooring and made it with little difficulty.

Moon light also clear
Hotish

Saturday August 12.

A light southwest or Race. M.B. and F.G. aboard. Started next to last, and rounded the Packet Rock buoy a strong last, and failed to improve on that position in rounding. We overtook Glover, Stedman, and Bullard on the windward leg, and lost to Bullard on the leg home, which was rather annoying. However we had the satisfaction of passing 3 boats to windward, which we haven't ever done before. Mooring made after numerous difficulties, and so to bed.

Monday August 14

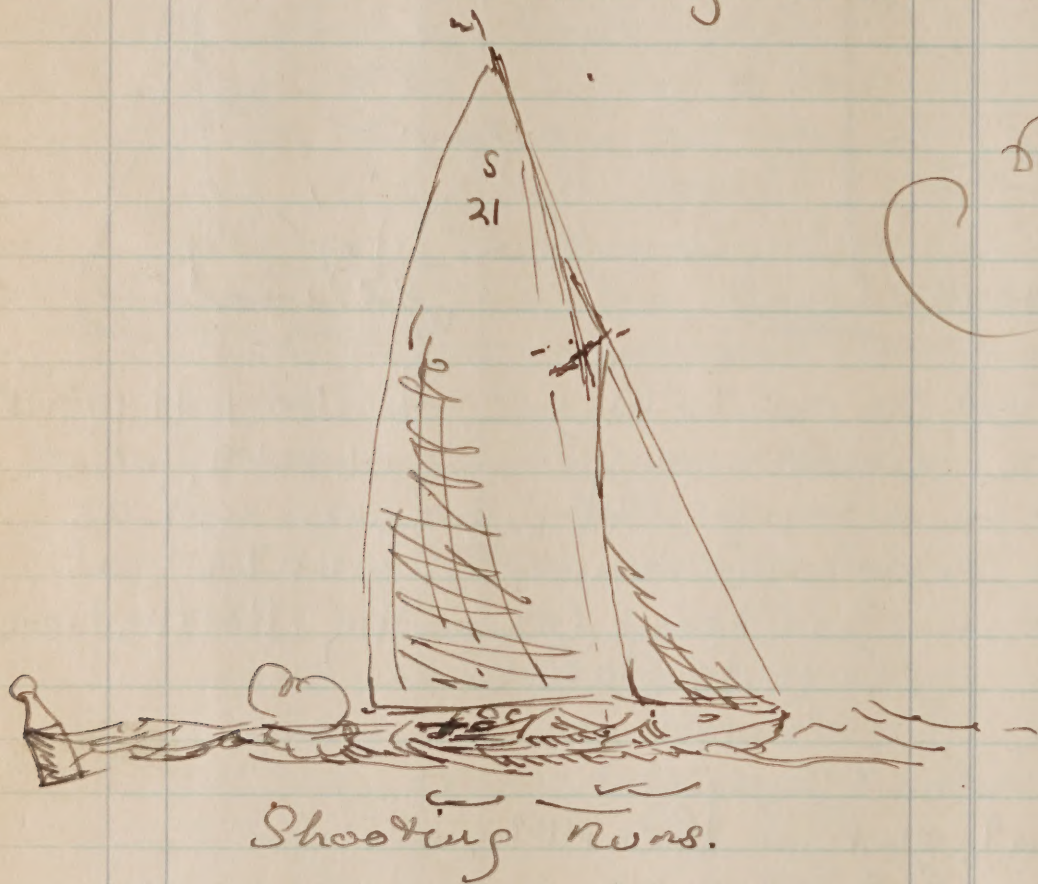


Sailed down to N.
alone under rig
shown above. Arr.
pier and cleaned
bottom finding barn-
acles on the bottom
of the keel. which
we didn't expect.

Went out in the PM
and sailed over to
Gucho with a mod.
W.S.W. wind (12 knot). A
good sailing breeze.
Aboard were M.G.,
a friend of his

[Also held protest^{meeting}
aboard, which
was not as
eventful as
the illustration]

from Malisco, and
 N1(and o. A very
 pleasant sail was had.
 L. SS. → SSE 3:35
 Arr Pad. mooring 6:30.



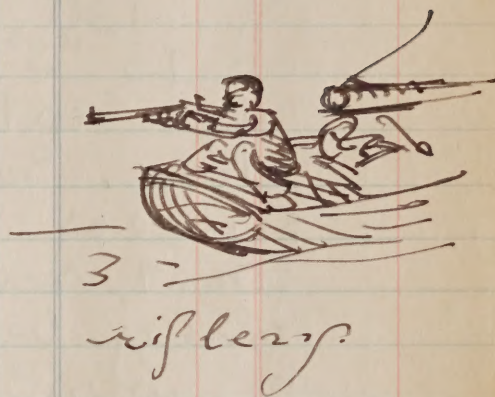
August 15 1939

L. Padawan with new
Sails and down to Nou-
quih about 130 PM,
where tied to ^{raft} pier and
went ashore in a Beetle
Car.

Returned after lunch
and with WBS and
Moris F. Hollowell V
and sailed out across
the Bay. Saw Vineyard
15's coming in, and "S"
boats. Also shot at a
piece of inner tubing.
Saw the N.Y.C. boats
racing around the Bay
and watched them
square off on a leeward
leg under parachute
spinnakers, all of which
was quite beautiful.
From a black gas buoy
sailed to Dumpling. And
tooled home after further
target work.

(NB env. can to Dumpling.
beam reach: av. 6 kn)

L. SE Cloudless Hot



August 16, 1939

Sailed up to Nonquit S
and parked on the
pier for lunch. This
was the first day
of race week, and
there was a fleet
of 130 boats. 12.
or 13 "8" boats, which
we beat. Great jubila-
tion. Secret of the
success was to start
first, and be passed
only by 4 and 2
to windward and
passing them to lee.
ward. Very screwy
weather. Used new
sub and heavy
Radoey. Brooklyn
- Sandspit.



JUBINATION!

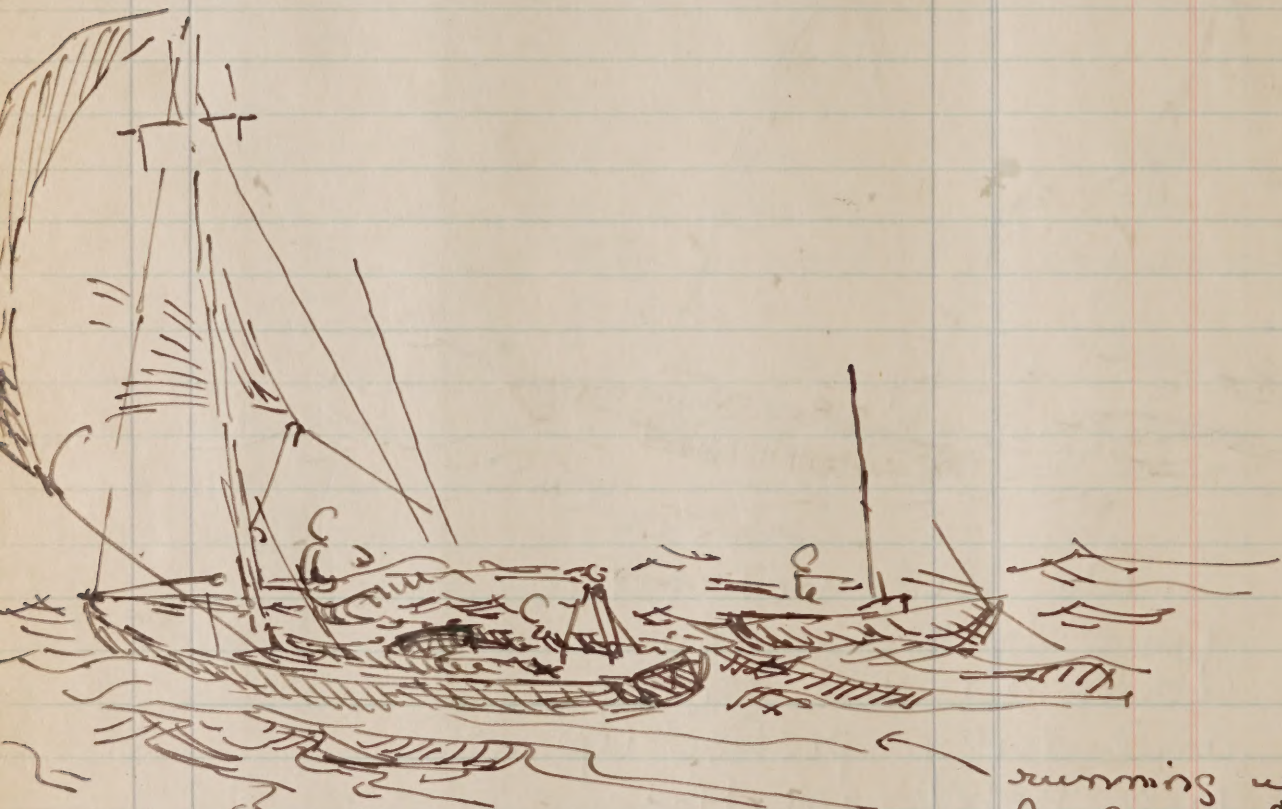
August 17, 1939 Wednesday.

Went up to Nonquitt
and proceed down to
the race. Variable
light southerly
breeze.



We did not get a
good start - were
lost at the buoy
and only picked up
two boats in the
windward work.
We maintained our
position, going
down wind, despite

trying ingloriously
to tack down wind.
Vanquished #6 and
#4. Stowed m.s and
jib on run down
the harbor.

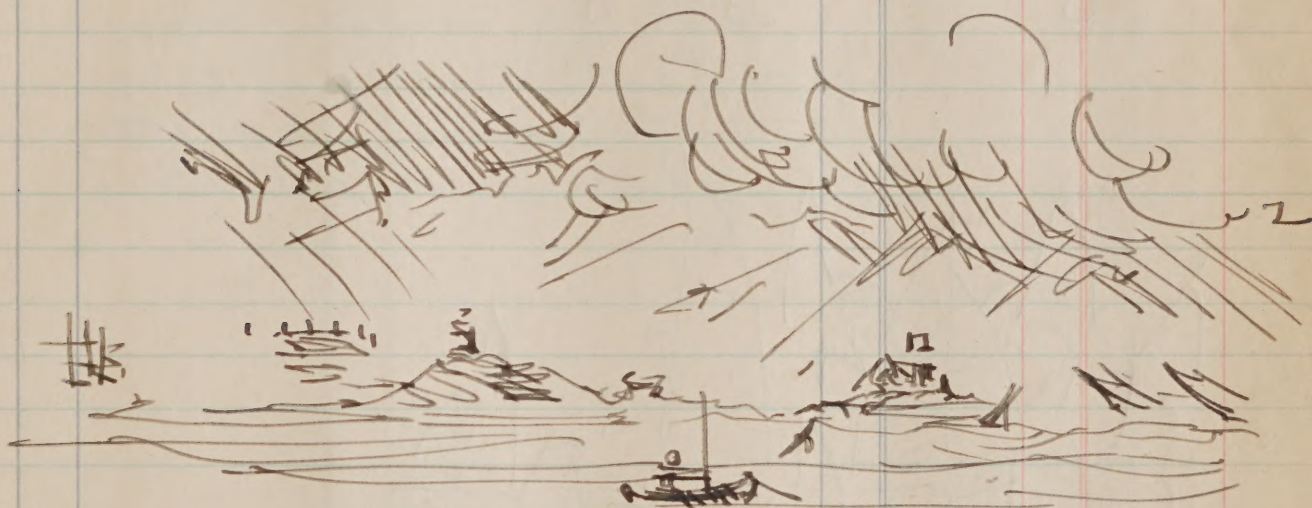


(Used new m.s., jib

running up the
harbor under
spinnaker

Friday, Aug 18

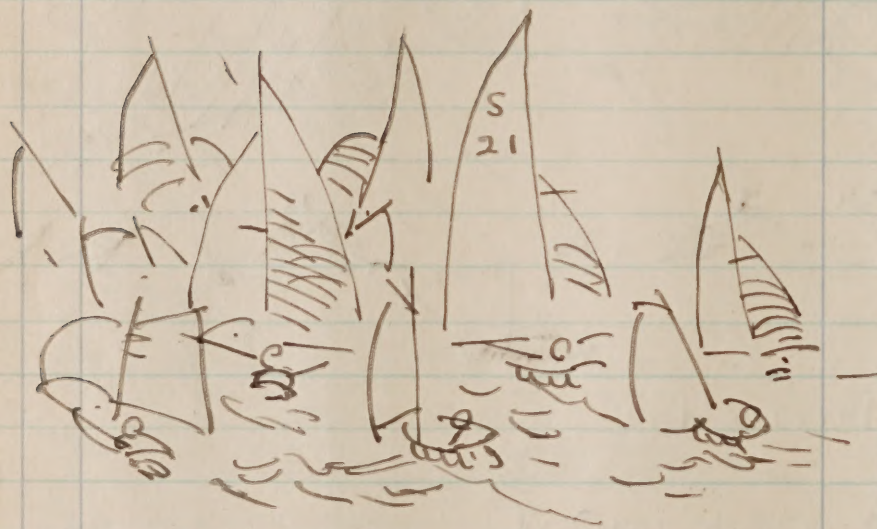
Next Race. Boats
start, got over the
line to seen and
were secured.
Dropped to flat calm.
Came into squall
off Wilkes.



Squall.

Which was most
unmanning. Part and
repair many boats.
Finished same as
yesterday. The squall
was a great failure

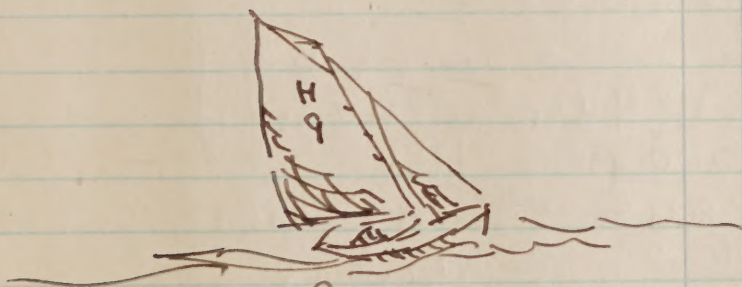
and there was only
a short strong
gust. The sun came
out on a scene
of wet suits, pants,
etc., and there was
a colossal jumble
of boats going in



to the finish, which
we were at.

Saturday Aug 19

Sailed up to Nouguitt
in a bad southerly.
Had a race which
we didnt win, as
we got a bad start
and came in last.
This goes on record
as being the puss
iest race of the
year. light southerly-
course, sandspit
clarks. love boy.



one of our victims

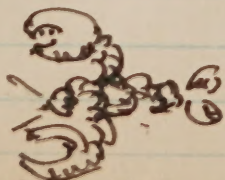
Monday Aug 21

Went out in the fog and got quite lost. Despite Gray's radio and Ned and Chickie's horn. Came back and sailed into the light w of Mishamun so the 1st thing we saw was a Mishamun T.C. be-oy

me .N.K.

(dense fog)

which was a lucky thing. After which we escaped the rocks and other perils by sheer fortune and got back to Pad. at 7:00 just in time for N.K. to get a lobster dinner.



-DINNER-

Tuesday Aug 22

Sciiled up to N
and fixed things
up at the pier.
Then with H.B.S.
and young Harry
Bliss, went to moor-
ing, which was too
damn close to "Carpo-
ark" - which had
been aground this
morning E. of the
channel. Caught
mooring to the surp-
rise of all hands.

Wednesday Aug 23.

light southerly.,
 went up to roughen
 and set at raft, fixed
 this and that, put
 in some electric lights,
 and pipe berths and
 so on. After consider-
 able good work on
 the part of N. H.
 (picking up nails),
 and Sylvia Tollett who in
 trimming a backstay
 fell into the lap
 of Charles E. Brown, we
 got under weigh for
 Pandemonium, and
 were graciously
 towed by the "Sea
 Jay" and proceeded
 to the mooring, about
 6 P.M.

Thursday August 24

Light Sw. sailed up to Nonaguit and a boy went cruising. However, we didn't, and sat at the deck and not only made bad coffee but dropped $\frac{1}{2}$ the pot over. This was dreadful and reprehensible. Then went for a short sail out beyond Dumping and in came the fog, as did we. Went back to Padan again. The boat was duly moored and all went ashore. All consisted of J.C.B., H.B.S. and the owner.

Friday August 25th

For all I know we
may have had a race,
I doubt it. Boy I'm not
sure.

Saturday Aug 26th.

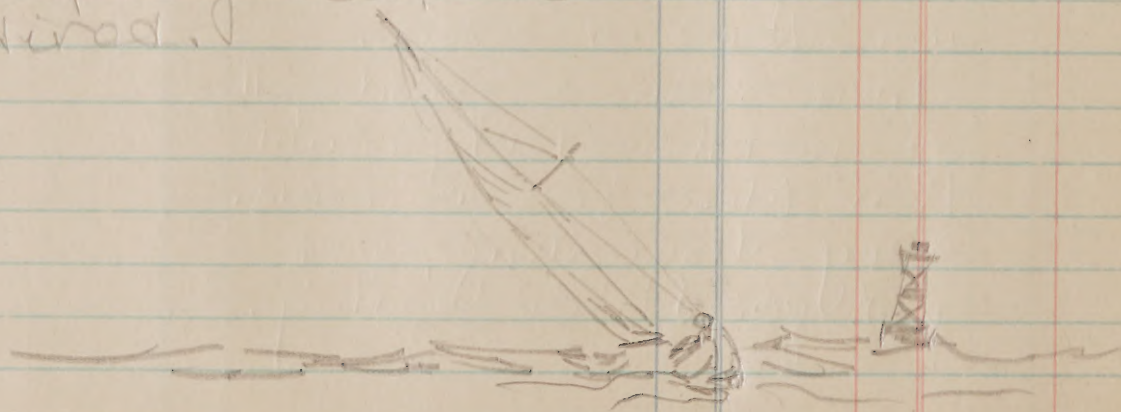
There was a very dull
 race this afternoon. Went
 up to Nougait under
 tow by Edw Webb's
 outboard. Light SE. Then
 moved to the dock, and
 after lunch, set out for
 Padanaram. Nir took
 Ruvi's place quite efficiently.
 The race was calm and
 we were hot - finish
 called off. Pollard was
 leading. Course Sandspit-
 N. Lodge used new must
 and it worked quite well,
 thank god. But we had
 a very enjoyable sail
 and wave. Finally towed
 in by Otis Stanton and
 were home at seven.

Then came a great spell
 of northeasterly winds
 that blew for a week.
 Very disgusting, and
 not good for sailing.

Sat. v. day September 2.

Raced in stronger
breezes than has
been usual this year
and finished fourth.
Very good sail and
most seasoned. Used
flaw of it, and the
heavy Ratsey means
which worked as well
enough. Very great
absence of this in
this race to the
wonderment of
all concerned. Flag
in grey in the end.
Moved in due course.
Were beaten by Hays
and Kelley. But others,
except Glover, who
retired.

Mod SW —



Sunday, September three

Today a lighter southerly gale, and sailed to N. in the morning, got to dock had lunch, and stopped speaker on pier while listening to war news on Gray's movie station radio. To start of race for Challenge Bowl, and poor start. We were able to stand in after Brooklyn, and caught all but F. H. Brooke's in Arrow, pretty by tactical wind control. evasions. On the reach in from sandpiper whiffed Brooke's lead down to 8 seconds. He won. And filled the bowl.

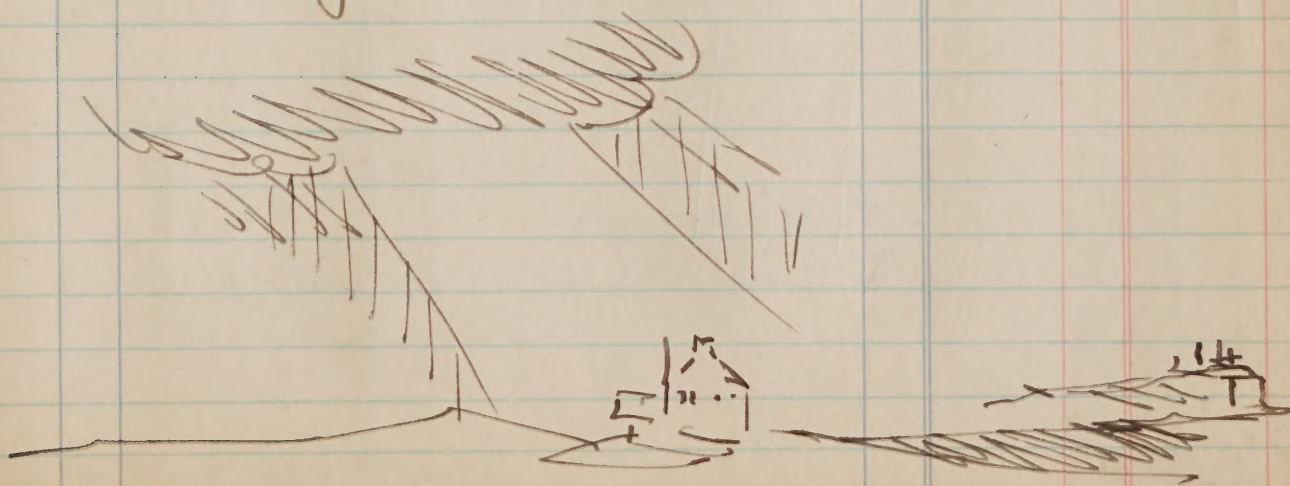
Tuesday September 5.

Left Padanarum
with NBS and bound
for Cuttyhunk, which
we reached eventually,
after bussing a fitting
on the end of the boom
which we fixed. As
we left Padanarum it
rained something serious,
and then stopped, and
the wind blew up, with
alternate squalls. Then
we proceeded up the
Harbor entrance of
Cuttyhunk, which was
narrow. However, we
soon got anchored, and
went ashore, where
nothing out of ordinary
happened,

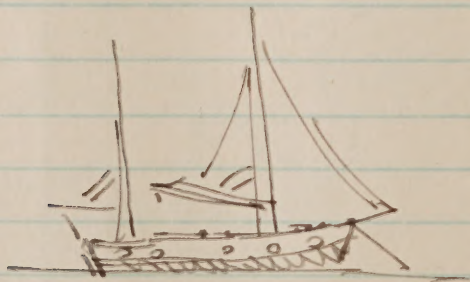
SW Strong



except we saw the new C.B.
boat house at the pier
at the mouth of the harbor.
Also I had to buy some
vicarb. (there were no
magazines in the general
store). We returned to
the boat, Bf this time
it was nice and clear,
only a little wind, and
quite pleasantly warm.
Other boats entered the
harbor, the sun sank
and we had supper. At
this point the sky got
green. It blew about
30 and rained like
hell to the east. Very
strange.



We ate a full meal,
 made muddy coffee
 and drank it, after
 which we cleaned up,
 watched other boats
 come in, listened to
 the wind blow, and
 set out movie scope.
 Then we had two
 beers, and turned in,
 which we felt like,
 after tying off the
 hal yards and putting
 on the riding light
 which was the bright-
 est one in the harbor.
 There was a boat
 next to us called the
 "Wyomi"



(so
 who almost, they said
 next morning) asked
 us over for a night-
 cap, but thought it was
 blowing too hard.

On mdy. yas.
 The night was pass-
 able, and was spent
 in sleeping soundly.
 I expected to get no
 sleep, got considerable.
 About 10, the "Brunette"
 and a couple of other
 boats pulled in. It
 kept on blowing out
 of the west, and NW.,
 and grew very cold.

Wednesday: rose
 e. 8 and made break-
 fast on coffee and
 stuff, like oranges and
 chicken. Cleaned up,
 hoisted sail, and
 went out Canapitsit
 got and down the
 sound, where the

waves were large and
 so on. The skiff kept
 catching up. It was
 a fine clear 20
 mile NW wind, and
 all was well. However
 we came thro Robinson's
 and got back after
 a breezy and uncom-
 fortable fetch across the
 Bay. Arr. N pier 12:30
 and lunched. Spent
 P.M. fixing, cleaning,
 and so on. Then went
 down to Padanaram
 with Brown and
 Aldrich added to the
 crew. Very fine cruise
 on the whole. Bad
 weather though.

Friday September 8

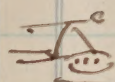
Left P. on a proposed
trip to Kettle Cove with
Ann Harlow Wilkinson - O Ciel! Umidi! D'osuminasaimos
Jan Susannah Wilkinson - Ach, das nasses Himmel
J. Crapo Sullard. Foras et hanc diu meminisse iuvat
Unfulfilling Underwood: Pleur, Pleur, et
Pleur cuevre, mais pas, pas, pas de vent.
So we set off shore
Acres, listened to the thunder,
played with an amazing deck of
cards and ate a hearty meal,
which all was done in the
cabin, and the wind and
rain came, also lightning.
Phooey on Pluvius, I say.



Large Raindrop

Saturday September 9.

P.M. joined ship with M and F Bray, in order to race informally, to pass the time away. We carried an Ancient fib, and the Brand new main oil, and were inclined to be pussy. The course, once we had gotten to the start was Brooklyn S. Spit. Six boats were charging around. Meanwhile, a gruesome black' hermaphrodite ketch called Horizon and emanating from Rye, N.Y., came slowly out of the harbor, set its large spinnaker. It is one thing to set a spkr on a run, and another going to windward. They were going to wind.



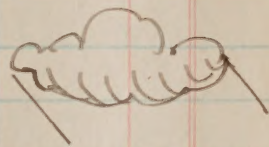
about to join ship.



very gruesome

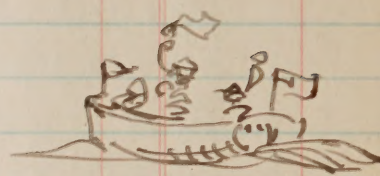
ward. I stress the part,
for within five (5)
minutes, they eased
into the whale, which
was quite defenseless,
and finally failed
to return on broad-
side. The "Horizon"
disappeared over
its namesake, still
carrying the ill-
fated bag.

The start was to
windward in a dam-
easterly. We were
duly screwed, and
after much pus,
split tracks, and
despite a more
McLormack freighter
with Am. flags on
its topside, got
to Brooklyn before
anyone else. How-
ever, this was a
horrible disillusion.



namesake, with
small cumulus cl

The frigate "Arrow" caught us shortly after we round sands. and were rapidly broadening that lead when we decided it would be more fun to have a sun bath. So we finished second. Large Gray was taken off by the U.S. here to play tennis, and the good ship was duly berthed by the captain and cabin, at 5:30 on the nose, or so.



Gray, departed.

Monday the 11th September.

Left mooring with
H B S and full cruising
gear for Edgartown.
Fresh NW all times.
Left breakwater at
12:20 PM under trisil
and spinnaker and
jib. Made Woods
Hole 2:10 and went
into Hadley's for
a jiffy to ride the
tide a chance to turn.
The Bay passage
was made at an
average of better
than six knots. There
was a considerable
chop off the Hole.
Light lunch was
consumed occasionally.
The Hole passage
was completed at
3. Off the chops we
encountered a steep
see on the leeward
quarter. The boat

acted like a scared
filly. Ran down the
sound, and off
squash meadow,
took in spin, and
ribbed for ~~Nelson~~ Rk.
Only made and passed,
reached Edgartown
light at 5:15 PM,
and the damn wind
gave out and we got
the tide on the nose.
Thereupon we had to
anchor, and change
to m's'l. we did this,
and were thereupon
towed to a mooring
by the N.Y.C. This
was a gracious thing
for the boatman to
do; but I am god
damned if we ought
to tip him. How-
ever, the Edgartown
Y.C. is a model


organization, which
the N.B.C. is not.
As Lore, and phone
etc., returned and
dined sumptuously
upon Black Bu. soup,
chops, beets, coffee.
Then settled down.

A very peaceful and
cool evening, slight
breeze off from NW.
Ideal September weather.

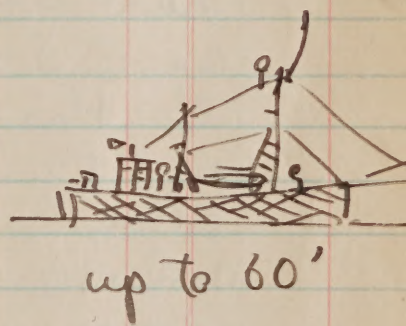
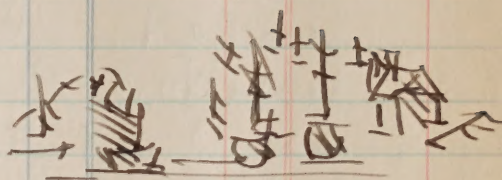
Granted I would say
that if we have a
fresh NW tomorrow,
blat it.

Tuesday September 12 1939.

Left Edgartown in
NW (mod) with clear
sky and headed out,
10.45 hr. lighthouse,
beating to the Chop.
on the way the
"Murrelet" came out
and we had a comp-
etitor. Either they
wanted to see what
Nyam is locked like
or they were just
plain ignorant, be-
cause we stood in and
got the tide which
they didn't and got
sewed up when
we got off the chops
at 30 knot tide
came in and pushed
us down the shore
at a good rate. We
got into Menemsha
about three. The
weather looked like
hell, and the wind


competitor

was in the west threat-
 ening rain. After
 coming into M. inlet
 against the tide
 we got in, bumped
 on the sand, and
 anchored, in the
 inlet. We went ashore M. inlet
 and looked around.
 found the highest
 pt. on the island,
 walked back, bought
 some groceries, and
 returned. We promptly
 cooked dinner, and
 headed back for the
 shore, locked engine,
 and returned upon
 further threat of rain.
 Various fishing
 vessels up to 60'
 came in. Seagulls
 moaned around. A
 cover was ripped
 over the cockpit,
 and all was well.



Wednesday September 13, 1939

Came in NE and cold. Breezy, and waited for tide in inlet. Got what we wanted about 11, and at this point saw Rafe Hornblower and were pucker-ed because we hadn't called him up yesterday. They were off to fish in a craft called "Gunner's Mate". We headed around Gay Head and led, but for no man and anchored N. of the Settlement at 12:15 in 15 feet of clear water. We went ashore and headed across, met the car clakers, and looked around.

~~Robert Eaton~~ 2nd came off the island with us, and found for the mainland.



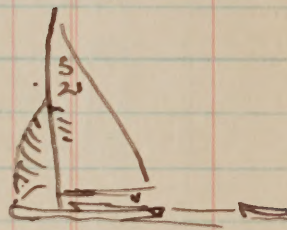
off to fish.

light and r. 86
winds now set in.

Norman is very
interested in the sheep and Belgium.
There for the pasting
and right now of black
ducks. The island is
owned by a man
name Crane. There
are lots of inland
ponds, and a good
spring. shelter can be
had for boats up to
41 feet behind a
break water. The
shelters would be in
p. in ewt.

Off Gay Head we
started to take bear-
ings, which were
inaccurate. The
wind stayed light
all the way and
we had a fair
tide all the way.

thru Quick's Hole. In
 the Bay, we had
 to gybe the spiker,
 which we had set
 in the sound, and
 the wind flatten-
 ed out completely
 by the time we
 reached the harbor
 at 8. The sun had
 set and it was
 very cold. The Stones
 welcomed the Prodigal
 home with much
 ringing of bells,
 and flashings of
 lights. About half
 way up the harbor
 the skipper got out
 and rowed to the
 mooring. It was
 dark, flat calm,
 and beautiful. All
 hands agreed that
 it had been a fine
 sail — $5\frac{1}{2}$ hours
 of Romans. And



thus ended a very comfortable cruise. Amherst was duly escorted to the bus, and departed, with invitations to come duck shooting at Thanksgiving which if we get a boat we could do.



BLACK DUCK



BELGIAN HARE



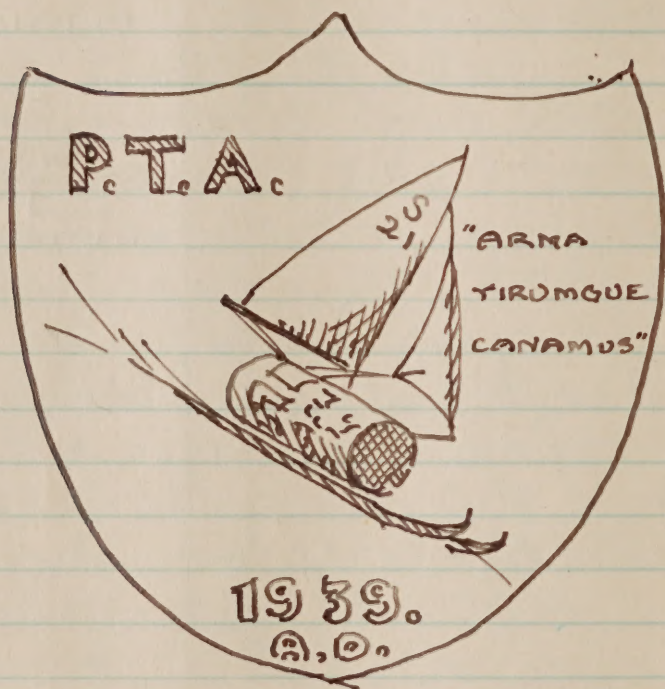
STUPID SHEEP

September 14, 1939.

Got underway from mooring and brought boat to Nonguith.

4:25 PM the following events transpired:

There was a meeting of the Piguero Telemark Association.



A seal was decided upon.

A tocol was burnt.

And the following officers were unanimously appointed, to be disappointed at their own displeasure.

measurer of vessels, and Chancellor of labels in Extraordinary:

Barbara E. Stone
Chancellor of Cork screw and Warden of the Brew knife, Extra, Ordinary;

Emily Q. Stone
moaner Extraordinary, Crosser of the Bar and Warden of the Cheekholes.

May there be no moaning at the bar when I pull out the cork!

Henry B. Stone.
Vice-Chancellor in Charge of Supplies, and Cartographer Extraordinary

Conclusion in New Wood
Witness: F. L. Jay Jr.

Putnam & Mr. Powell.

VOTED ANONYMOUSLY THAT ALL MEETINGS SHOULD END IGNOMINIOUSLY

And so they do, for we ran the damn affair on 4 rocks going out the harbor.

After this, a period of evil weather did ensue.

Wednesday, September 20, 1939.

Came in light and southerly, but cool. C. G. Lidden and owner did sail boat down to 12, in order to clean the slimy bottom. Made pier in due time, and came to house for lunch. After l., went back to boat and warped her on onto the beach. The water was chilly and a strong S.W. and cool had come up, so operations were cut to a bare minimum. There was little more than slime on the bottom and scarce any damage from the groundings.

After this, V. Frothingham joined the ship, and we set out for the mooring, as the wind was dying somewhat.

~~Wednesday~~ Friday, 22 Sept. 1939.

On this anniversary of the great storm the wind was moderate out of the SW and cool. H B Stone and V Frothingham along, and two or three rifles. We had been told by Russell S. to report any strangely operating craft that we might see off the coast. Naturally, little would happen within the Bay. After getting outside, we banged away with the .22s, and cruised in again to the mooring, the whole affair being chilly. The breeze died out under the Nantuxet shore, and, we scooted slowly into the harbor as the sun sank.

Whereupon we moored and all was well.

Sunday, September 24 1939.

Left mooring about 3:30 with of C G, of C B, H.B.S., V F. Light - mod. SE. Cool, and cooler. Sailed out down harbor and out toward the Wilkes Can

and went out to Wilkes. The sun went in and it grew very cold about 5:15. On the way in we used a H-12½ spin for jib & top. This was a failure. Have been using the C+P ms and jib & top. and putting on the covers. Makes the boat look a whole lot neater, I find. We moored at 5:30 and watched a very mystical and lurid sunset.

10/22/39 This, as it happens, was the last sail of the year 1939, for the weather over the next weekend was poor, and the boat was hauled at the Beetle yard later in that week, where she now rests, rather less scarred than at the termination of the previous season, and with a better record in her wake.

May 23 1941 Friday.

This day the first sail of the season. Aboard were John Pratt and owner.

Used Larson 39 jib and mainsail.

Before leaving mooring secured all cotter pins in all turnbuckle nuts.

Left mooring with a minimum of fuss, and proceeded on the starboard tack. Cleared breakwater on same tack, and stood out toward Dumping Rock. Noted new coat of whitewash on White Rk. Pratt took the helm at whaleback, and started off on attack from leeward by the Tropic Bird, Otis Stanton, who sailed up from leeward off Lazy Rock.

SW Moderate 88 as Rky. Hot N 2 Ely
Hazy 2
Head 1

2:15 P.M.

WSW

Somewhat
Cooler

The ms stretched considerably on this run, but was left so as it was felt that the stretching should be accomplished carefully and gradually.

Noted that Dumpling light Tower and Bell were in good repair whereas the old light house hurricane damage had not been repaired. Thus deduced that the latter may be discontinued as a post for a light kept. However, wash and the flag were both flying in the wind, dispelling any such notion.

Tropic Bird in our wake at Dumpling.

Hardening on the wind to fetch close to Sandspit, we expected at any time to have the "Skip" hurtle down, full and by, and take our wind to round ahead of us. The tack was

made at 3 PM, smartly executed, with owner mumbling in the lee wash as the back stay whip disappeared in same. Owner takes helm, at request of Pratt, and we head off to see Tropic Bird.ails exchanged, and she tacks astern of us, and gives chase. We held her until whale back, where she was close aboard on the stbd beam (to leeward). However, she got in our dirty wind and with beautiful new jib idly flapping, withdrew several lengths. "Piquero" jubilant. However, in the lulls between puffs her length and bulk held her right onto us, and again we beasted their jib, again they dropped back, and stayed there for good. All the while their Marcus had been diddling

their m.s., we left ours alone, beat them 3 lengths.

Doused the jib, and ran down the harbor in a brief strong puff, making the mooring successfully, gracefully at 3:45. Pratt did the honors on the bow, and all secured, sails below at 4 P.M. after a pleasant sail in July weather.

Noted the new Larssen jib on Tropic Bird is a fine piece of canvas; it has a new narrow angle mitre which it is claimed keeps the belly in near the luff. We shall see.

Noted that all was in reasonably good order aboard. Beetle robbed us of a block, #2 on the main boom, and hacked the spreader rings must fix this. But he secured the spreader preventers, and the paint job is adequate if

somewhat enthusiastic. The jib halyard is in need of replacement.

A good turnout of yachts in the harbor, although the Y.C. is not in commission until May 30 officially, the fleets are afloat, and dinghys are on them. Our skiff is in appalling shape, and I have stolen two oars from the cellar of the Y.C. All this must be changed tomorrow, new cotton line on the gunwales, and a pudding for the bow. The name PIQUERO in great letters on the stern.

Standing rigging is all sound, 2 spinners in wire section of the main halyard, now in my thumb.

Had Beetle paint the sheerstrake white, no boot top, good effect.

SATURDAY, JUNE 7, 1941

This day M. Whitney H. Stouard and O. Left morning at 3:00 PM, with mod. SW Hazy wind more in the south than west, and a good pleasant breeze. Made Dumpling light at 3:30 PM and breeze stiffened somewhat. Saw buoy-tender, 1 Taylor cub, and Octave Pousard.

Sailed peacefully out beyond Wilkes on a close fetch, and saw 2 tankers. Passage otherwise uneventful. Tacked for Padanaram at 4:12 and proceeded toward Dumpling on broad port tack reach in a somewhat dying breeze, light overcast, occasional sunshins, and numerous reminiscences concerning past performances ashore and afloat, and a reading of past entries, with proper explanations, was held. It was deemed perfect weather for seasickness, a long slow chop, lightening breeze. A New Bedford 35' 1 mile to leeward heading into Padanaram with dinghy in tow. Also Jinx ahead and to leeward. Quite

hazy at this point.

Wilkes Lodge abeam at
4:25 PM. Wind holds light.
4:36 Wind hauling into W and
lightning very annoying situation.

Made Sandspit, $\frac{1}{4}$ mi to
wardward, at 4:43, with wind
refreshing somewhat. NB 35
left in rock. Brush with Jinx
immanent, abeam to leeward.

Breakwater at 5:10 or:15
after wind held good all the way
in. Jinx got in well ahead of it
and "35" well astern. happy
results. Jib doosed by N 8 and
all well. Haze from Canadian
Forest Firs, maybe.

Mooring made handily at
5:22, all snuggled down to go
ashore in Whals. 5:23 PM.

Or at least we thought at
5:25 that we would go ashore
in Whals, but after finally
sounding three sets of blasts
at polite intervals we at
last saw a rhumatic figure

which had been on the V.C.
porch all along detach himself
and tumble on down the deck

June 8 1941 Sunday

This day came aboard at 3:55 with N. Knowlss, W.L.F. Sinkler, J.C.B., H.B.S., for a spin out into the bay. Good breeze, etc. Made Spindler abeam at 4:15 PM going like hell on our ear in intermittent puffs, sail stretching furiously. Headed rail down, very merry, best sail yet. Sky generally hazy. Stood out 2 miles beyond Gr Ledge, came about at 4:50 for Padanaram. The wind now blowing fresh in puffs shifting to southerly. Somewhat dusty. Fairly lumpy beyond Grt. Ledge considering the short time the wind has been blowing. Made back water at 5:30 and noted the "whistler" overtaking and there was an unidentified sloop making into Padanaram. Mar's tails overhead. The weather is pretty damn cold. 5:30 going like hell on

about 15 SW

broad reach. Jib decessed handily
at 5:32, inside brkwater, land
brass warmer. Made mooring
in flurry of flying spray.
Caught by Mr. Bullard, and
secured after trouble with
rps. which didn't fit into bag.
All fast at 5:47, whale
on horizon. Very good sail,
a touch on the moist side.

June 15 Sunday 1941

This day came aboard in P.M. to put on heavy old sail and put things to rights generally. Much water in the bilges and long pumping required. Made sail in moderate SW (alone) under mist and went out to brkwater to see how the sail worked out. Very good draft in the luff despite not being fully stretched. Hauled in and fell overboard making mooring, to my great surprise. The situation worked out all right, and after some was got back on 2nd try, and secured, furled mist at 4.45, Fog blowing in, generally poor weather, and on the cool side, particularly overside.



STUPID BLUNDER

Sunday June 22.

This day came aboard via whaler at 2:45 (c.) with V.F., HCU, FCG, HBS. some beer, a radio (pouf scout's M. Winston Churchill) and several tools. Left mooring roughly at 3, h.m.s., jib Larsen 1939, and high spirits. Left P. to accompaniment of sonorous quotes from the premier, (more sonorous after Stout rigged ground to and aerial to the radio). Very pleasant afternoon, all in order. Main halyard winch handle in absentia. (Churchill off 322) Passed whaler back at 3:22 also. more English accents, more wind.

Noted few additions to the harbor. Whaler's Race won by "Rampage". Ballard aboard her for race, showing her owner to be a man

SW Mod. Hot Hazy
Thunder in the
North is imminent

capable of surmounting
overwhelmingly difficult
obstacles under unfavorable
circumstances (vide record
of this yacht during the
era of Bullard's Monotone)

Several N.B. 35s in
the neck of the Wharves
Race.

V.F. complaining of a
leg wound sustained during
the take off. Salt water
applied effectively, and
all well.

Made and passed
Col. Girard's Ghost at 3:00
and headed out into
a lightning, hazy WSW.

Symphony pleasant,
Boccarini: thump, thump, thump,
tweddledee, thump, etc.

Saw Baccaroda advancing
from ahead (J. Knowles
in charge) towing tender.
Tacked in hopes of passing
them at 3:50 P.M.

To Dumping on a
beam reach after much

shifting of radio, helmsman
and all concerned. Noticed,
(3:51) a large CG vessel
to wit, (not discernable), which
is following Whalrus Race.
(off Sandspit, they were
headings for New
Bedford).

Made and passed
Dumplings at 400 or
so, and failed to catch
Killey thru the blow
holes off Newport.

CG above mentioned
made into P. and was
subsequently identified as
EWING no guns depth
chargers on stern.

Made mooring head by
at 4:30 PM took off jib
and furled MS.

June 28 Saturday. (Race)

Left mooring before
race with FLW,
Thomas B. Grinn and
overseer. Harsten 1939
sails throat.

In the AM shifted
rigging all around, and
fixed everything up, so
I thought.

Came aboard with
crew and left moor-
ing around 2:15. Blow-
ing like hell, people
yelling "Jonah" and
general noise. Got
thoroughly knocked
down and never got
dry until halfway to
Brooklyn. As a matter
of fact, didn't partic-
ularly see Brooklyn
because we all sailed
merrily by it in the
fog. Got all screwed
up with the "Brother
Rat" and were in

a good position, because
 we seemed to realize
 we'd missed the buoy
 out before the rest,
 but that advantage
 soon was lost, much
 sooner than necessary,
 sheet in, sheet out,
 Irwin on the rail,
 Underwood on the
 rail, off the rail etc
 until Sandspit, rounded,
 broke out the
 inevitable and drank
 it all the way home,
 windier. Made mooring
 around 4:45 without
 trouble. Everything
 bagged finally, ashore
 in the dinghy skiff
 Made Julia's at
 5:10 all secured to
 take on hamburgs
 and more of the
 inevitable.

July 3, Thursday

This day left mooring at 10:45.

Aboard with M, K, Irwin, W Gray, owner. Board also, C & P msl, '39 Larsen job.

Day cool astir, cloudless, and moderate to light SSE - ESE wind. and tender in tow.

Progress reasonable, radio in great shape, all crews very tired after pumping ship at mooring Gray not singing very much.

At 12 Noon, wind departed, and M. Irwin doused an outsize and precarious sarong. This caused merriment, etc.

Next step, at 1:30, underwood now got out in the skiff and tried to tow the "Piguro" and this

failed to get us much closer. We were then about a mile from the shore.

Finally, a southerly piped in at 1 or so and we arrived anchorage at about 2. The only other occupant was a black 32' or so cutter called "Wave Rider", but they were ashore on the beach. We ate, secured ship, and DD' rowed us ashore, the spirit being willing. We scattered over the beach, reass. umbled and headed for the red house, but found it unoccupied, much washing hung out. Boat thru the bush to the cliffs on the Sound side, and

thence around the
 rocky strand by the
 pond to the skiff.
 Much spadaville trouble,
 all hands very sun
 burned. Boarded skiff
 and were back aboard
 underway at 4:30, a
 rather moderate S by W
 wind, and somewhat
 cloudy. Broke out the
 inevitable at 4:49.



WERE HERE
 W. QUICKS

and so I went, in very light airs until we got in off Shore Across where a cocktail party was in progress and all was merry. Numerous merry-makers yelled at us, putting the devil in our path, but strong-mindedly we refused, and forged in to the mooring around 8.30. Cloudy and cooler, wind to the south.

And everyone voted it

July 5

Race.

Sailed up to dock at SW LIGHT cloudy
Nonquitt, arriving about
12 NOON and settling things
in order, etc. Radio,
knowles, fiancé, appeared
aboard, put in new
lashings on the slides,
of Ratsy new msl.
Used 1940 Larsen jib
which was ok most of
the time, all well in
general. After leaving
dock, HBS, JCB, as
crew, plugged to start.

Crew all very trim
in boats, Hawaiian
shirts, general bird
from WHALE.

Bird was cordially
returned from PIQUERO.

Race poor. Start SSW LIGHT LESS CLOUDY
bad, 1st Mark Samz,
windward leg spotty,
finished driving. Beat
4, 3, easy. Unsuccessful,
all hands in good trim.

July 12 RACE

This day rain and not very much wind from the SW.

The FIFTY COMMON STREET group aboard, quesss, beers, jssrs.

Left mooring in a rush, and then sailed to start, little gusto, much moaning. New Larsen jib, and old, 2 reef mainsail. Got off to a good start, and went well to windward, but not as well as Adventure, who won. We stood out, and this was a good idea, finish second, not very close, even astern, very decent result all things considered. Wind very shifty, rain intermittent, not much of either. We were, as Bullard pointed out, constantly in

danger of being over-
taken by "Brother R7"
who was sailed by a
small kid who didn't
give a damn. We did.

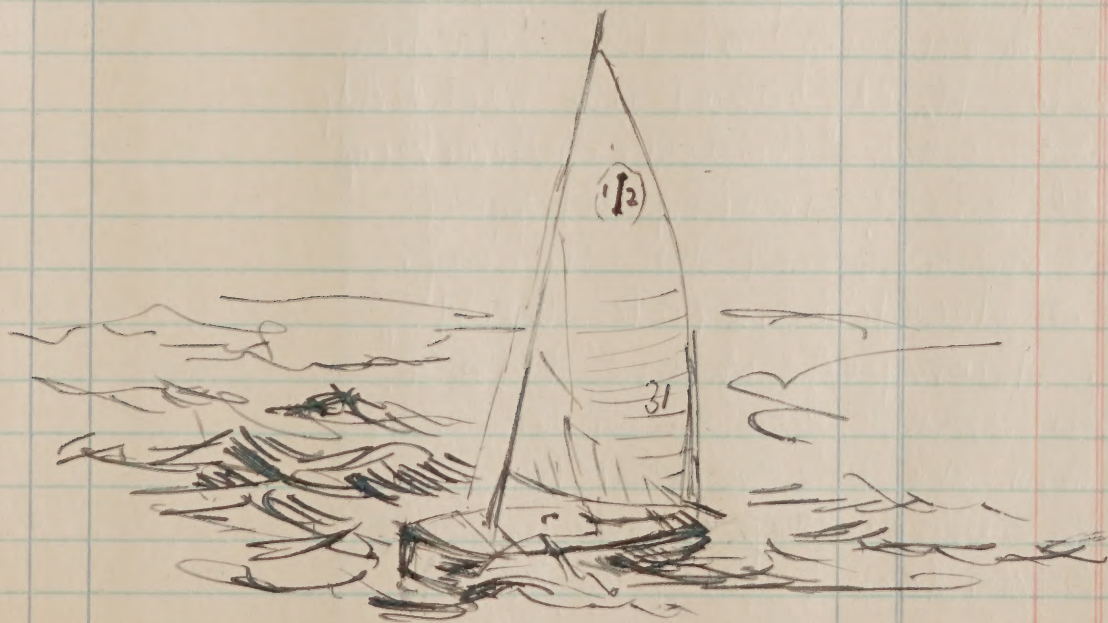
Mooring made
handily, etc, rather late,
c. 5:30.

August 2. Saturday

Aboard for a sail only, since the Lloyds called off the race to hitch Angel, aboard were: Jolly Rogers, JCB and O. Left mooring older Larsen jib, 2 Rkt (hurricane mainsail) and went out to watch the race. (Under way c. 3:00 P.M.) Sailed by Hard Tack, which was 2nd behind B. Pope Marion, who was sailing with considerable non-chalance and was way ahead



left them and went
 out by Gt bridge, debating
 whether or not we'd hit
 it, which we didn't, and
 sailed out quite a way.
 Saw looking car skimming
 by, and then tacked
 back for Padanarum,
 everything smooth,
 decent light SW and
 moderate SW. Got in
 sometime after the
 race ended, all set for
 the Hloy's affair.



"WAPITI"

August 16 Saturday Mar

This day came aboard in a great rush with no spinmaker, boat all covered with sticky paint, great thrays of rain and light WSW wind varying all the time.

C-P. MS, Larson 1939
jib.

Crew made up of.

Just Harwood, #CG 10 and owner. Got R. Furgooing to go ashore and get the spinmakers for "Haw". Found on arriving at the starting line that what we actually had was "Quanta" reaching. Lallower, neatly stopped up in a great brown bag. We decided not to hoist it. Dumped it on "Whale". (KWS) and borrowed one from ARP, for which we were extremely grateful.

Started last, because of spinakoufession.

and past "silhouette",
and "adventure". On
rounding N ledge,
nearly got Parsons, in
Mant, and then fell
by the wayside. We
got Pierce after he
tacked on top of us.
Great Merriment.

Very calm for
a while, spotty

Shapleigh stood out, made
by it. Before we passed
Pierce, we were turned
too flat, went down well
afterwards. Bartley did
a pomposo stickadore
job on the deck and
bottom. Running in
from the spit we were
able to pass Parsons
by staying outside
of the p.e. calms.

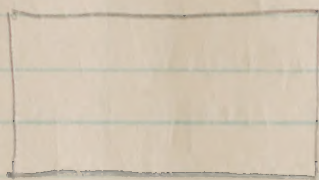
Wind shifts into
west, sun's out,
lovely evening.

final standing. A out of
7, not awful, but
room for improvement.
Harwood in cabin 80%
of the rain, very
efficient if inactive;
made mooring handy.
4:30 P.M., everybody happy
in particular, etc.

August 20 Race Week #2

Race week #1 called off due to 30-20 SW and rain. Nobody at all unhappy.

Today fine light NW in a.m. but at 12 it was flat, black flies galore, and hot.

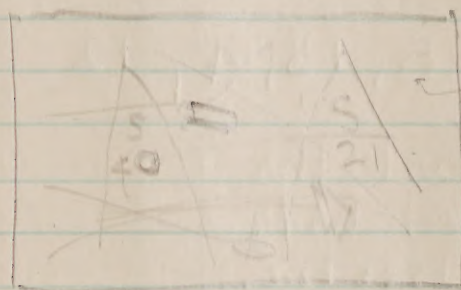


SWARM OF BLACK FLIES

Aboard were WBS, FCC jr and owner, with 1/2 case of the inevitable aboard. Also the C.P. ms. 1940 Larsen jib and the lovely spinnaker.

Got away, to a fine start in no wind. The rest of the fleet was becalmed, and thoroughly. We were soon overhauled, we then overhauled, etc, with the SE breeze going into

the NW, and soon the entire S boat fleet was in the compass of a good size sail bag, all 8 of them, except Peirce. Then we got hung up about 20 yds from Brooklyn, and much frivolity ensued. Beer was down with great hilarity, and the atmosphere was full of lunch.



swarm of black flies.

OFF BROOKLYN

Arrow's entire crew jumped overboard, blunderbuss wood likewise, and jibes and gybes were prevalent. Bullard got around one and was soon hung out. We passed all except

12 and 3 when the going
 was L NW (to which it
 shifted after Brooklyn)
 went well on starboard
 tack. Were confronted
 by rapid swing to SW.
 lost 2 and 5 gradually.
 but picked up 15 by
 standing into Dimpling.
 good SW after Grt ledge,
 and got spin. up round
 Spit and so to finish
 uneventful. order of
 finish

3, 2, 8, 21, 8, 15, 4, 12

not too good, but the
 ms CP is a satchel.
 SW pushed into harbor.
 logy on port tack

August 21, A Nice Day, the 2nd of R. Week

This day boarded ship around 11:30 with H.B.S. in order to set to rights various difficulties that had cropped up yesterday. The chief reason was to obviate the grouching of one F.C. Jr.

The main sheet was rigged up with fairleads, all blocks oiled, and certain other adjustments made in rig & gear. Bullards wrench and pliers were borrowed, and for this we record humble thanks.

S2 Lt Br, Sun

F.C. Grouse Jr. turned up on the launch, we by that time had put on the 40 tarsen jib and 30 mainsail and all was calm and peaceful, including the wind. Left morning around 12:50, a gun went off.

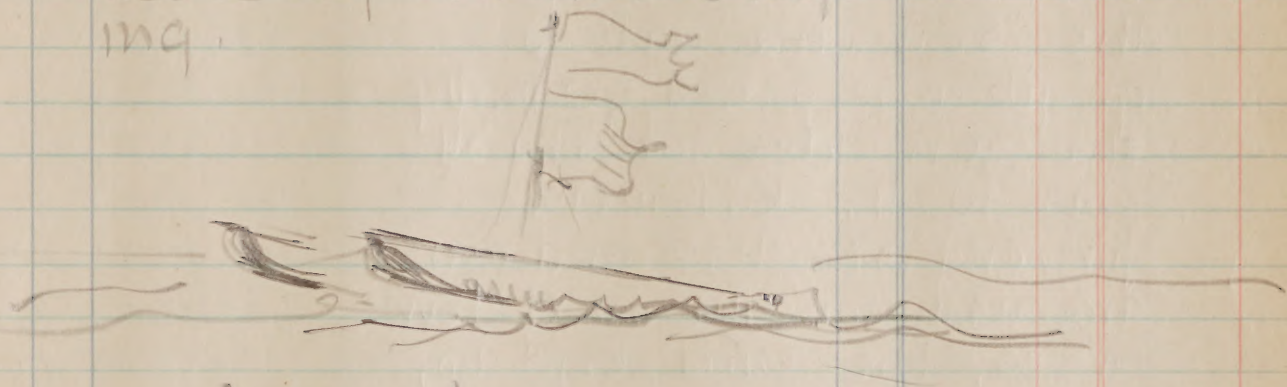
Guns had been going off off and on all AM on Ft. Redman, so this

came as no shock at all.

Lunch quickly stowed and all hands moved rapidly to effect a getaway. The getaway was smart, and we started the race a bad last, due to a serious misunderstanding of the wind direction by the owner. We passed one boat all day. The Silhouette, of the race, there is "little more to say." We took a chance, sailed down the rhumb line, should have stayed nearer the rum line. Shapleigh's ran aground in Kettle Cove, broke spin. pole pushing off, and seeing they couldn't set their spinnaker.

dropped out of the Race,
making us look foolish.

Off Brooklyn Rk.
saw "Vamooss" and a
bunch of vagrants
in fatigue uniforms towing
the target that was the
cause of all the bang-
ing.

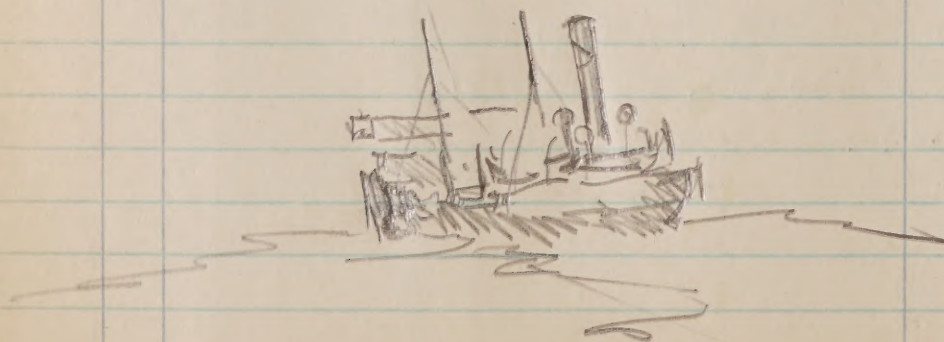


target.

Sooner or later we
got to Wallkiss, and
torqued on in with
spin up, jazz darn.
Mooring around 4:30
Damn nice sail, no
unpleasantness, suitable
invisibility.

(Frid) August 22, to the Islands

This day not auspicious with S. wind, clouds, etc, as we left mooring at 3:30 PM. with M.I. KGI MG and owner, skiff, and a certain amount of food, beer etc. on the way out the "Sumatra" with a q. jib was passed gradually the sun came out and all was well. KGI went forward at 4:30 and was drowned for the next hour or so, the wind kept up, rather cool, and I lightly sighted ahead 4.50 off bk can at mouth of harbor (NB contractors) going up the Bay.



We were using lighter
Ratsey MS, old Larsen jib,
(new mast & spinnaker aboard)

Got to the islands
about supper time, and
went ashore and walked
around, found nothing out
of the ordinary, we
landed at Red Beach,
Naushon. Finally got
back to the boat and
ate as we sailed, hav-
ing weighed anchor about
sunset. Very beautiful
night, moon not lit,
but plenty of lovely
stars. Almost tangled
with a freighter on
the way back, through
design rather than
blunder. And pretty
soon arrived at the
Nonquitt beach, and got
ashore to see how
beautiful the boat was.
It was very beautiful.

Then back to Padanaram,
wind less, much song,
and found it was 10 PM.
so we went out again,
more wind from W, and
much phosphorous in
the bay, headed out to
to Wilkes, tacked, and
returned. By now the
wind was zero, and we
finally moored at 1. AM

Thursday August 28, to the Islands.

Left mooring with dinghy, two meals, two Irwins, and other essentials like Gray and the radio.

Spotty NW wind and headed for Cuttyhunk. After passing the light the O. got into the skiff, to fix up a fender, and after nearly drowning, was hauled back aboard and we kept on to C. where we arrived at 1:30, and had a lunch. There were a great number of boats in the harbor.

Sunday, August 7, 1941.

Meeting of PTA

Left mooring with the Moaner at the Bar, and proceeded S going like hell in a strong west wind, with no jib at all, and soon arrived at Nonquitt where after frightening everyone off the pier by our terrific rushes, we came to a rough halt on the stern of a skiff.

Then came the "Privater" and caused a lot of trouble.

Which wasn't a patch on the trouble after the following appeared in this order.

B. Stone

E. Stone

V. Frothingham, lately elected to membership from So. Dartmouth, So. Nonquitt.

N. Knowles, lately elected as chief.

member from Padanaranam.

W. Sinkler, lately elected
member from Phila. Pa.

W. Frothingham, lately
elected chief trouble
maker and chief keeper
of marts. (slightly hung)

M. Gray, lately elected
chief stripper and member
in charge of camouflage
and foliage.

A round of small
beers, large beers,
and small talk, also
wet talk ensued.

The keeper of marts
earned his olives by
spotting the approach
of an escaped convict.

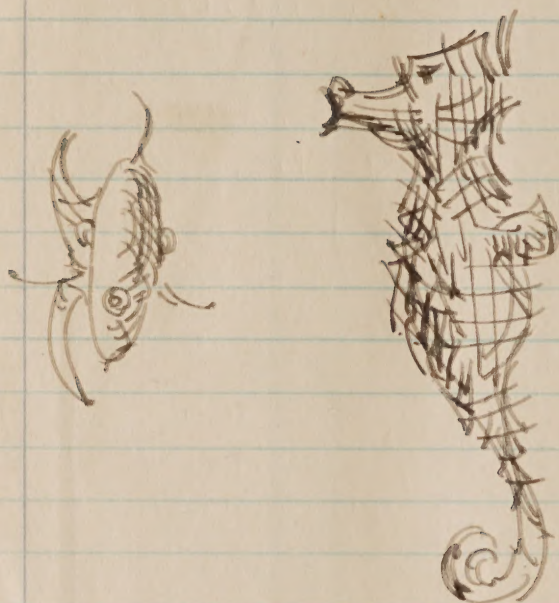
Later, C. B. Fawcett,
B. May, H. B. S., J. White,
and a. set out for
mooring. The wind had
died out and gone into
the N.W. We left pier
and headed over towards

Ft. Rodman, and then after approaching very close, came about, and headed back to the mooring. Suzy May was duly placed in the large brown sail bag, everyone fooled, until the sail bag wiggled, then giggled, and no cracks about the cat she was duly moved out of said satchel and all was well. Moored 4:15

(Note: subsequently today, A.R. Pierce Jr. did fill the Challenge Bowl and all was well. Then there was a 5 hour interlude and a moonlight sail was in prospect, the following were aboard, and left the mooring 10 or so:

Francis O. Brown
and V.F. H.B.S. and
owner, with CP ms and

the old, baggiest of jibs
and in a beautiful night
light NW and moon over
night after full. Very
pleasant indeed. All happy
and outward to nowhere.



29 July 1939 Time Runs.

12:31	lost Wilkes. Current down Bay; Holm?
2:10	Felix ledge, Quicks, West by calm, evil currents, etc, ad. ins.
3:20	L. W. Nasrane
4:05	L. Nasrane Cove. Wind variable to 1 min NE Perihese, and West by calm until 15:00 when a pleasant E wind sprang up, and fog bank appeared over Woods H. To N, over land, long row of cumulus. To S. and over head, fracto cirrus. Some fracto cumulus from over behind Robinsons Hole, and cirrus way inland.
5:20	Wilkes, Success.
5:32	Sandspit "
5:49	Whaleback "

Beckman's:

Oars
Sponge
(Pump)
(Chairs)

5:16

6:06

6:16

7:06

